

**ACCIDENTS
DON'T JUST HAPPEN
—THEY ARE CAUSED**

TERMINAL SUPERINTENDENTS

J. E. JANSEN..... West Colton

SR. ASST. TERMINAL SUPERINTENDENT

G. V. DE LELLIS..... West Colton

ASST. TERMINAL SUPERINTENDENTS

F. R. SHACKELFORD..... Los Angeles
R. E. FANNING..... Los Angeles
R. E. SHAVER..... Los Angeles
E. F. EVANS, JR..... Los Angeles
C. W. MARLEY..... Los Angeles
P. N. GARRETT..... Los Angeles
H. L. HAMPTON..... West Colton
C. R. SCHNOEBELEN..... West Colton
C. H. PARKER..... West Colton
H. M. CHIDGEY..... West Colton

TRAINMASTERS

G. C. TOWNSEND..... Santa Barbara
J. H. MATLEAN..... Gemco
M. L. IRVINE..... City of Industry
W. A. GILES..... Yuma

ROAD FOREMEN OF ENGINES

A. E. JESS..... San Luis Obispo
W. A. PIERCE..... Los Angeles
R. J. SVOBODA..... Los Angeles
D. E. GREEN..... West Colton
P. E. ARNOLD..... West Colton

CHIEF TRAIN DISPATCHER

R. M. GREGORY..... Los Angeles

ASSISTANTS TO SUPERINTENDENT

C. W. MEADOWS..... Los Angeles

RECEIVED

OCT 23 1975

RAILROAD OPERATIONS
& SAFETY BRANCH

SOUTHERN PACIFIC TRANSPORTATION COMPANY



RECEIVED

OCT 23 1975

RAILROAD OPERATIONS
& SAFETY BRANCH

LOS ANGELES DIVISION TIMETABLE AND SPECIAL INSTRUCTIONS

5

**EFFECTIVE SUNDAY, OCTOBER 26, 1975
AT 12:01 A. M.**

PACIFIC STANDARD TIME

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY**

R. L. KING,

General Manager—System.

W. J. LACY,

Regional Operations Manager.

J. J. WILLIS,

Asst. Vice President—Transportation.

J. W. BREEN,

Superintendent of Transportation.

R. G. THRUSTON,

Superintendent.

A. G. BAYS,

J. O. MARTIN,

T. J. McDONALD,

Assistant Superintendents.

ASSISTANT TRAINMASTERS

M. L. PARK.....	San Luis Obispo
W. A. PHILLIPS.....	Surf
ELIE BROWN.....	Los Angeles
A. A. WHATLEY.....	Los Angeles
J. L. DEVERE.....	Los Angeles
A. J. KIELTY.....	Los Angeles
T. R. WEAR.....	Los Angeles
T. E. BRETZIUS.....	Los Angeles
D. R. KLING.....	Los Angeles
W. A. HICKS.....	Los Angeles
J. E. GROTHOR.....	Los Angeles
W. B. EGAN, JR.....	Los Angeles
G. M. CUTLER.....	City of Industry
G. M. TODD.....	City of Industry
E. H. HILDEBRAND.....	City of Industry
G. L. BONNER.....	City of Industry
P. K. BAUMHEFNER.....	City of Industry
P. E. JENSEN.....	City of Industry
W. J. RENNICK.....	City of Industry
R. D. MALDANADO.....	West Colton
T. P. RUSSELL.....	West Colton
I. YOUNG.....	West Colton
J. E. DUNCAN.....	West Colton
B. R. WILKIE.....	West Colton
R. L. ANGEL.....	West Colton
W. E. LOOMIS.....	West Colton
D. E. DEYOUNG.....	Indio
W. A. HICKS.....	El Centro

SANTA BARBARA SUBDIVISION

EAST- WARD	Mile Post Location	STATIONS	Station Number	Distance from Los Angeles	WESTWARD					
					FIRST CLASS		SECOND CLASS			
					365	375	801	803	805	807
					LABRF	LABRT	Freight	Freight	Freight	Freight
340	BRLAT	SIDING CAPACITIES AND FACILITIES			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Leave Daily					PM	AM	AM	AM	PM	PM
AM		E-5040 W-5480 Yd. Lmts. KIYPQ	40000	32.2	10.49	12.49	1.18	8.47	1.31	7.54
3.27	480.6	TO-R SAUGUS								
3.34	483.0	8470 NEWHALL IP	40010	29.8	10.45	12.45	1.12	8.30	1.25	7.48
3.45	489.2	6050 SYLMAR P	40030	23.6	10.30	12.30	12.53	8.10	1.05	7.28
3.49	461.8	4600 TO SAN FERNANDO KP	40040	21.0	10.27	12.27	12.48	8.05	1.00	7.24
3.52	463.4	3070 PACOIMA P	40050	19.4	10.25	12.25	12.45	8.00	12.55	7.20
3.58	467.9	4260 SUN VALLEY P	40060	14.9	10.20	12.20	12.35	7.50	12.45	7.10
4.09	471.6	TO BURBANK JCT. KIYPQ	40300	11.2	10.15	12.15 AM	12.25	7.40	12.35	7.05
	477.1	GLENDAL P	40330	5.7						
	478.5	TO-R LOS ANGELES YD. BKYPQ	40400	4.3			12.01 AM	7.20 AM	12.10 PM	6.40 PM
4.25 AM	480.7	DAYTON AVE. TOWER	40410	2.1	9.15 PM	11.15 PM				
	481.9	EAST BANK JCT.	40420	0.9						
	482.2	MISSION TOWER BKIYPQ	40430	0.6						
	482.8	LOS ANGELES	40440	0.0						
Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
340		(32.2)			365	375	801	803	805	807

RULE 5. Time at Burbank Jct. applies at end of double track. See pages 4 and 5 of current timetable for other train movements between Burbank Jct. and Los Angeles.

Operation under control of San Joaquin Division. Shown as information only.

EAST WARD	Mile Post Location	STATIONS	Station Number	Distance from Burbank	WEST- WARD
		SIDING CAPACITIES AND FACILITIES			
		Burbank Branch			
	Yd. Lmts.	CHATSWORTH YP	40100	21.3	
445.5		ENCINO	40217	11.7	
455.1		VAN NUYS	40220	8.4	
458.4		NORTH HOLLYWOOD	40230	4.0	
462.8	Yd. Lmts.	BURBANK YP	40310	0.0	
466.8		(21.3)			
		ADDITIONAL STATIONS			
	Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number	
	1029E ..	308.3	Lompoc Branch		
			La Salle.....(Spur)	34215	
			Ventura Branch		
		399.0	Chrisman.....	35105	
		400.3	Wadstrom.....	35107	
		400.8	Ortonville.....	35111	
		401.4	Nitroshell.....	35113	
			Santa Paula Branch		
	539W ..	404.5	Kimball.....(Spur)	35310	
	686E ..	411.0	Limco.....(Spur)	35319	
		411.3	Haines.....	35321	
	147W ..	413.3	Briggs.....(Spur)	35324	
		415.9	Kevel.....	35331	
		421.2	Keith.....	35338	
		421.8	Sespe.....	35341	
		428.2	Cavin.....	35349	
		429.9	Buckhorn.....	35353	
		434.3	Camulos.....	35361	
	633W ..	439.8	Mayo.....(Spur)	35368	
			Burbank Branch		
	1715 ..	449.2	Canoga Park.....	40205	
	1274 ..	453.4	Tarzana.....	40211	

SANTA BARBARA SUBDIVISION

EASTWARD

SECOND CLASS				FIRST CLASS		Mile Post Location
836	834	832	830	12	374	
Freight	Freight	Freight	Freight	Passenger	OALAT	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Mon.	
PM 10.00	PM 3.00	AM 9.00	AM 2.50	PM 2.15	AM 2.02	252.1
10.06	3.06	9.06	2.56	2.21	2.08	254.8
10.20	3.17	9.19	3.10	2.35	2.22	264.2
						265.9
10.27	3.24	9.26	3.17	2.41	2.29	269.9
10.34	3.31	9.34	3.48	2.47	2.36	276.5
10.39	3.35	9.38	3.52	2.51	2.40	280.7
10.47	3.41	9.46	4.00	2.59	2.48	286.5
10.56	3.48	9.55	4.09	3.07	2.57	293.2
11.01	3.53	10.00	4.14	3.11	3.02	297.2
11.08	4.00	10.07	4.50	3.18	3.09	302.7
11.14	4.05	10.13	4.56	3.27	3.15	307.9
11.25	4.14	10.24	5.07	3.35	3.26	317.3
11.35	4.22	10.34	5.17	3.45	3.36	325.3
11.46	4.32	10.45	5.28	3.56	3.47	334.8
PM 11.51	4.37	10.50	5.33	4.01	3.52	339.4
AM 12.03	4.49	11.02	5.45	4.12	4.04	349.9
12.16	5.02	11.15	5.58	4.24	4.17	362.8
12.22	5.08	11.21	6.04	4.30	4.23	368.5
12.25	5.11	11.24	6.07	4.37	4.26	370.7
12.29	5.15	11.28	6.19	4.41	4.30	371.9
12.41	5.22	PM 12.16	6.26	4.48	4.37	377.3
12.46	5.27	12.21	6.31	4.53	4.42	381.2
12.55	5.35	12.30	6.40	5.02	4.51	388.6
						397.3
1.08	5.45	12.42	6.53	5.13	5.04	398.2
						403.2
1.19	5.58	12.53	7.30	5.26	5.15	407.8
1.29	6.08	1.03	7.40	5.34	5.24	416.6
1.40	6.18	1.13	7.51	5.43	5.35	427.1
1.52	6.28	1.23	8.02	5.53	5.46	437.5
2.02	6.37	1.32	8.12	6.03	5.56	445.5
						455.5
2.16	6.49	1.45	8.26	6.17	6.10	458.4
2.21	6.54	1.50	8.31	6.22	6.15	462.7
						471.6
2.45 AM	7.20 PM	2.15 PM	8.55 AM	6.32		477.1
						478.5
				6.35 AM		480.7
						481.9
						482.2
				6.55 PM		482.8
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Mon.	
836	834	832	830	12	374	

RULE 5. Time at Burbank Jct. applies at end of double track.

Gemco—Time for Train No. 373 will apply at east crossover switch, west end Gemco Yard.

RULE S-72. Exceptions: No. 12 is superior to No. 373.

See page 3 of current timetable for other train movements between Burbank Jct. and Los Angeles.

STATIONS
SIDING CAPACITIES AND FACILITIES

Station Number	Distance from Los Angeles
34000	221.8
34005	219.1
34016	209.7
34019	208.0
34024	204.0
34040	197.4
34105	193.2
34114	187.4
34123	180.7
34130	176.7
34140	171.2
34310	166.0
34321	156.8
34329	148.8
34342	139.1
34347	134.5
34416	124.0
34435	111.1
34450	105.4
35000	103.2
35006	102.0
35017	98.6
35022	92.7
35032	85.3
35042	78.0
35210	75.7
35220	70.7
35410	66.1
35437	57.3
35451	46.8
35468	36.4
40100	28.4
40122	18.4
40125	15.5
40300	11.2
40330	5.7
40400	4.3
40410	2.1
40420	0.9
40430	0.6
40440	0.0

WESTWARD

FIRST CLASS		THIRD CLASS			
13	373	829	831	833	835
Passenger	LAOAT	Freight	Freight	Freight	Freight
Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 2.35	PM 11.20	AM 8.45	PM 3.08	PM 9.20	AM 4.25
2.21	11.10	8.39	3.00	9.15	4.15
2.11	10.57	8.26	2.48	9.02	4.02
2.05	10.50	8.19	2.41	8.55	3.55
1.58	10.43	8.12	2.25	8.48	3.48
1.54	10.39	8.08	2.21	8.42	3.14
1.47	10.31	8.00	2.05	8.35	3.06
1.39	10.22	7.51	1.56	8.26	2.57
1.34	10.17	7.46	1.51	8.21	2.42
1.28	10.10	7.39	1.44	8.14	2.35
1.23	10.04	7.33	1.38	8.07	2.02
1.12	9.53	7.22	1.27	7.54	1.51
1.02	9.43	7.12	1.17	7.44	1.41
12.52	9.32	7.01	1.06	7.34	1.30
12.47	9.27	6.56	1.01	7.29	1.25
12.36	9.15	6.45	12.49	7.18	1.14
12.24	9.02	6.32	12.36	7.04	1.01
12.18	8.56	6.26	12.30	6.57	12.55
12.15	8.53	6.23	12.27	6.52	12.52
12.08	8.49	6.19	12.23	6.47	12.48
12.01	8.42	6.12	12.16	6.40	12.41
11.55 AM	8.37	6.07	12.11	6.34	12.36
11.46	8.28	5.58	12.02 PM	6.25	12.27
11.35	8.16	5.45	11.49 AM	6.12	12.14
11.23	8.05	5.34	11.38	5.58	12.03 AM
11.14	7.56	5.24	11.28	5.34	11.23 PM
11.05	7.45	5.12	11.17	5.13	11.12
10.55	7.32	4.59	11.05	4.59	10.59
10.45	7.21	4.48	10.54	4.48	10.48
10.35	7.10				
10.32	7.05	4.34	10.40	4.34	10.34
10.27	7.00	4.29	10.35	4.29	10.29
10.17					
6.10 PM		4.00 AM	10.10 AM	4.00 PM	10.00 PM
10.00 AM					
Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily
13	373	829	831	833	835

RULE 5. Time at Burbank Jct. applies at end of double track.

Gemco—Time for Train No. 373 will apply at east crossover switch, west end Gemco Yard.

RULE S-72. Exception: No. 12 is superior to No. 373.

See page 3 of current timetable for other train movements between Burbank Jct. and Los Angeles.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
1772	262.8	Pismo.....	34014
323W	272.4	Bromela.....	34029
..	284.8	Shuman.....(Spur)	34111
..	287.5	Casmalia.....	34116
..	309.2	South Vandenberg.....	34312
..	331.0	San Augustine.....	34337
..	355.0	Naples.....	34422
2822	358.9	Ellwood.....	34427
931W	361.7	La Patera.....(Spur)	34433
..	385.7	Punta.....	35029
..	392.9	Dulh.....	35037
..	400.2	Lemon.....	35215
..	405.6	El Rio.....	35405
3115	412.1	Leesdale.....	35430
2012E	419.8	Somis.....(Spur)	35442
1063E	433.5	Simi.....(Spur)	35462
..	449.9	Northridge.....	40110
..	452.5	La Metro.....	40114
..	454.1	Raymer.....	40118
..	460.5	Vega.....	40130
..	472.1	Burbank.....	40310
670E	475.0	West Glendale.....(Spur)	40320
785E	477.9	Industrial.....(Spur)	40340
..	481.5	Glendale Jct.....	40400
..	482.3	Mission Jct.....	40440

TERMINAL SUBDIVISION

EAST- WARD	STATIONS	Station Number	WEST- WARD
Mile Post Location	SIDING CAPACITIES AND FACILITIES	Distance	
Santa Ana Branch			
489.1	Yd. Lmts. FIRESTONE PARK Y	43200	35.9
492.1	PATATA IP	43220	32.9
495.0	DOWNEY	43240	30.0
497.6	STUDEBAKER IY	43250	27.4
499.1	NORWALK	43310	25.9
504.4	BUENA PARK BKYPQ	43340	20.6
509.0	ANAHEIM	43410	16.0
511.9	SOUTH ANAHEIM	43440	13.1
517.0	SANTA ANA	43620	8.0
519.4	DYER	43640	5.6
525.0	COSTA MESA	43660	0.0
(35.9)			
Puente Branch			
497.6	Yd. Lmts. STUDEBAKER IY	43250	15.5
500.7	LOS NIETOS BKIPQ	43050	12.4
504.9	BARTOLO P	43060	8.2
511.5	Via UP RR. PUENTE JCT. P	43070	1.6
513.1	7862 CITY OF INDUSTRY BKYPQ	44710	0.0
500.7			
(15.5)			
Stanton Branch			
509.0	Yd. Lmts. ANAHEIM BKYPQ	43410	15.5
513.6	R NORTH STANTON	43795	10.9
514.3	LOS ALAMITOS JCT. Y	43810	10.2
517.5	WESTMINSTER	43830	7.0
519.6	SMELTZER	43840	4.9
520.7	WINTERSBURG	43850	3.8
524.5	HUNTINGTON BEACH	43860	0.0
(15.5)			
Los Alamitos Branch			
514.3	Yd. Lmts. LOS ALAMITOS JCT. Y	43810	3.8
518.1	LOS ALAMITOS	43820	0.0
(3.8)			

ADDITIONAL STATIONS			
Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number
..	490.1	Santa Ana Branch	
..	493.2	Ardmore... (Spur)	43210
..	493.2	Vinvale... (Spur)	43230
..	501.2	Carmenita... (Spur)	43320
..	516.3	Tustin Branch	
..	519.4	Orange... (On Spur)	43520
..	519.4	El Modena... (Spur)	43540
..	493.2	La Habra Branch	
..	493.5	Laguna...	43042
..	493.5	McC Campbell...	43044
..	493.8	Downey Road...	43045
..	494.4	Pico Rivera...	43047
..	495.0	Burke...	43048
..	500.4	Bethel...	43110
..	501.6	Scott...	43120
..	502.5	Leffingwell...	43125
..	508.0	Oleo...	43170

ANAHEIM BRANCH
Between Fullerton Jct. and
Anaheim, trains and engines
are governed by Operating
Rules, Timetable and Special
Rules of U.P.R.R. Co.

EAST- WARD	STATIONS	Station Number	WEST- WARD
Mile Post Location	SIDING CAPACITIES AND FACILITIES	Distance	
West Santa Ana Branch			
490.8	WATTS	41560	24.1
492.7	LOS ANGELES (124th St.)	43710	22.2
496.1	PARAMOUNT	43715	18.8
497.0	CRUTCHER	43720	17.9
498.7	BELLFLOWER	43730	16.2
501.7	ARTESIA	43745	13.2
504.8	CYPRESS	43765	10.1
508.0	R NORTH STANTON	43795	6.9
512.5	GARDEN GROVE	43950	2.4
514.9	WEST SANTA ANA	43960	0.0
(24.1)			
Tustin Branch			
511.9	Yd. Lmts. SOUTH ANAHEIM I	43440	10.5
514.5	MARLBORO	43510	7.9
516.7	VILLA PARK	43530	5.7
522.4	TUSTIN	43550	0.0
(10.5)			
La Habra Branch			
487.5	SLAUSON JCT. IY	41520	22.1
487.6	HUNTINGTON PARK	43005	22.0
489.2	FRUITLAND	43010	20.4
490.0	BELL	43015	19.6
491.2	JUNCTION TRANSFER	43025	18.4
492.1	WALKER	43030	17.5
492.9	CITY OF COMMERCE	43040	16.7
496.5	LOS NIETOS BKIPQ	43050	13.1
497.2	SANTA FE SPRINGS	43080	12.4
498.3	VALLA	43105	11.3
500.8	COLIMA	43115	8.8
503.7	DES MOINES	43130	5.9
504.9	LA HABRA	43140	4.7
505.8	R FULLERTON JCT.	43150	3.8
507.7	BREA	43160	1.9
509.6	BREA CHEM	43180	0.0
(22.1)			
Whittier Branch			
497.2	Yd. Lmts. SANTA FE SPRINGS	43080	2.3
499.5	WHITTIER	43090	0.0
(2.3)			
Anaheim Branch — U.P.R.R.			
10.5	R FULLERTON JCT.	43150	9.9
15.5	ATSFRY CROSSING		4.9
17.3	FULLERTON	43155	3.1
20.4	ANAHEIM	43410	0.0
(9.9)			

TERMINAL SUBDIVISION

EAST- WARD	STATIONS	Station Number	WEST- WARD
Mile Post Location	SIDING CAPACITIES AND FACILITIES	Distance	
Wilmington Branch			
485.7	LOS ANGELES ("J" Yard) BKYPQ	41030	14.0
487.5	SLAUSON JCT. IY	41520	12.2
490.8	WATTS	41560	8.9
495.7	735 COMPTON	42220	4.0
496.5	1688 CARSON	42260	3.2
497.7	DOMINGUEZ	42250	2.0
498.4	DOLORES BKYPQ	42420	1.3
499.7	WATSON	42430	0.0
(14.0)			
East Long Beach Branch			
496.5	R DOMINGUEZ	42250	6.5
498.2	COTA	42305	4.8
502.0	NORTH LONG BEACH	42315	1.0
503.0	EAST LONG BEACH	42325	0.0
(6.5)			
El Segundo Branch			
490.8	WATTS	41560	10.8
493.0	R SOUTH LOS ANGELES	42025	8.6
496.0	2254 CYPAVE	42040	5.6
497.7	HAWTHORNE	42050	3.9
499.6	WISE TRANSFER	42070	2.0
500.0	EL SEGUNDO (STD. OIL)	42075	1.6
501.9	EL SEGUNDO	42080	0.0
(10.8)			
Torrance Branch			
493.0	SOUTH LOS ANGELES	42025	9.0
496.8	GARDENA	42120	6.1
497.3	HERMOSILLO	42130	5.6
500.7	DOLANCO	42140	2.2
501.0	TORRANCE BPQ	42150	1.9
502.9	END OF BRANCH	42170	0.0
(9.9)			
Santa Monica Branch			
485.7	LOS ANGELES ("J" Yard) BKYPQ	41030	14.1
485.7	AMOCO	41205	14.1
486.0	NEVIN	41210	13.8
487.3	JEFFERSON SIDING	41215	12.5
487.8	GRAND AVE.	41220	12.0
490.7	CIENEGA	41225	9.1
493.2	SENTOUS	41230	6.6
494.2	R CULVER JCT. BKP	41235	5.6
495.3	PALMS	41245	4.5
496.8	TALAMANTES	41250	3.0
497.0	HOME JCT.	41260	2.8
498.5	BERGAMOT	41270	1.3
499.8	END OF BRANCH		0.0
(14.1)			

ADDITIONAL STATIONS			
Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number
San Pedro Branch			
11269	494.1	East Compton...	42230
2596	495.3	Reyes...	42240
1960	497.7	Elftman...	42410
1568	498.4	Dolores...	42420
..	502.1	Blinville...	42510
..	502.9	Wilmington...	42520
..	505.5	San Pedro...	42580
..	507.0	Point Firmin...	42590
Wilmington Branch			
..	484.5	8th Street Yard...	41020
..	485.5	Wingfoot... (On Spur)	41530
7301	487.7	Nadeau (3 Tracks)...	41540
490E	488.7	Graham Yard...	41550
..	489.7	Abila... (Spur)	42210
..	491.3	El Segundo Branch	
2743	491.7	Centralia...	42010
686E	493.3	Delta... (Spur)	42030
..	499.2	Wise...	42060
..	500.0	Alstan...	42075
Torrance Branch			
..	495.7	Athens...	42110

TERMINAL SUBDIVISION

[illegible]

EAST- WARD ↓ Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES		Station Number	WEST- WARD Distance from Bench
	Baldwin Park Branch			
497.3	2597	BASSETT P	44050	40.5
500.9	2940	BALDWIN PARK BKPQ	44310	36.9
502.0		ORANGE AVE. JCT.	44320	35.8
505.3		COVINA	44540	32.5
509.9		SAN DIMAS	45017	27.9
511.3		LA VERNE	45021	26.5
515.3		CLAREMONT	45029	22.5
518.7		UPLAND	45043	19.1
522.8		ALTA LOMA	45047	15.0
527.1		ETIWANDA	45063	10.7
532.3		FONTANA	45066	5.5
534.8		RIALTO	45068	3.0
537.8		BENCH P	29422	0.0
489.8				

(40.5)

EAST- WARD	Milepost Location	Azusa Branch	Station Number	WEST- WARD
502.0	R	ORANGE AVE. JCT.	44320	5.0
502.4		IRWINDALE	44410	4.6
504.6		KINCAID	44420	2.4
507.0		AZUSA	44430	0.0
(5.0)				
Chino Branch				
514.3	R	POMONA	BKPK	5.7
520.0		CHINO	45230	0.0
(5.7)				

ADDITIONAL STATIONS			
Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number
		Baldwin Park Branch	
.. ..	504.0	Azusa Ave.....	44530
294W ..	508.7	Lone Hill.....	45013
980W ..	513.3	North Pomona.....	45025
	525.0	Grapeland.....	45055

COLTON SUBDIVISION

EASTWARD								WESTWARD	
FIRST CLASS								FIRST CLASS	
2						Mile Post Location	Station Number	Distance from Yuma	1
Passenger									Passenger
Leave Sun., Tues. & Fri.									Arrive Sun., Wed. & Fri.
PM 10.10									AM 5.20
						535.7		197.0	
						538.7		194.0	
						539.0		193.7	
						542.6		190.1	
						562.0		170.7	
						565.5		167.2	
						568.2		164.5	
						574.1		158.6	
						576.2		156.5	
						578.6		154.1	
						582.6		150.1	
						588.1		144.6	
						591.6		141.1	
						595.1		137.6	
						599.0		133.7	
						606.5		126.2	
						610.9		121.8	s 3.45
						614.4		118.3	
						619.5		113.2	
						625.2		107.5	
						633.3		99.4	
						639.6		93.1	
						646.8		85.9	
						655.6		77.1	
						660.1		72.6	
						667.5		65.2	
						674.4		58.3	
						682.0		50.7	
						690.1		42.6	
						698.1		34.6	
						705.8		26.9	
						712.3		20.4	
						720.7		12.0	
						727.0		5.7	
						731.9		0.8	
						732.7		0.0	
									1.50 AM
									Leave Sun., Wed. & Fri.
									1

EASTWARD

FIRST CLASS

2

Passenger

Leave Sun., Tues. & Fri.

PM 10.10

WESTWARD

FIRST CLASS

1

Passenger

Arrive Sun., Wed. & Fri.

AM 5.20

STATIONS

SIDING CAPACITIES AND FACILITIES

BKPYI

TO-R WEST COLTON IP

SANTA FE INTERLOCKING P

COLTON P

S-5740 LOMA LINDA P

BEAUMONT P

PERSHING

BANNING

CABAZON

MONS

FINGAL

WEST PALM SPRINGS

GARNET

SALVIA

RIMLON

THOUSAND PALMS

MYOMA P

TO-R INDIO P

COACHELLA

THERMAL

MECCA

MORTMAR

FERRUM

BERTRAM

FRINK

WISTER P

NILAND

IRIS

REGINA

ACOLITA

GLAMIS P

CLYDE P

CACTUS

DUNES

ARAZ P

COLORADO P

YUMA

(197.0)

STATION NUMBER

45500

45510

45630

45828

45833

45840

45909

45913

45918

45925

45931

45939

45945

45952

45970

46010

46021

46028

46034

46043

46050

46059

46068

46073

46080

49012

49025

49035

49051

49067

49073

49081

49087

49092

49095

No. 2 Track

No. 1 Track

Centralized Traffic Control

Double Track

Centralized Traffic Control

No. 1 Track

Yd. Lmts.

TO-R

Distance from Yuma

197.0

194.0

193.7

190.1

170.7

167.2

164.5

158.6

156.5

154.1

150.1

144.6

141.1

137.6

133.7

126.2

121.8

118.3

113.2

107.5

99.4

93.1

85.9

77.1

72.6

65.2

58.3

50.7

42.6

34.6

26.9

20.4

12.0

5.7

0.8

0.0

ADDITIONAL STATIONS

10

COLTON SUBDIVISION

EAST- WARD	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	Distance from Colton	WESTWARD			
				515	517	519	521
				Freight	Freight	Freight	Freight
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
413.8	TO-R PALMDALE BIKPQ	29345	79.5	AM 7.40	PM 1.40	PM 7.40	AM 1.40
435.1	WASH	29368	58.2	7.18	1.18	7.18	1.18
451.1	PHELAN	29384	42.2	6.57	12.57	6.57	12.57
463.0	TO HILAND P	29396	30.3	6.43	12.43	6.43	12.43
470.0	7270 CANYON	29403	23.3	6.13	12.13 PM	6.13	12.13 AM
481.0	7850 TO DIKE	29414	12.3	5.28	11.28 AM	5.28	11.28 PM
489.8	BENCH	29422	3.5				
491.1	7420 SLOVER IP	29424	2.2	5.00	11.00	5.00	11.00
494.2	TO-R WEST COLTON BIKPQY	45500	3.3	4.50 AM	10.50 AM	4.50 PM	10.50 PM
535.7	SANTA FE INTERLOCKING IP		0.3				
538.7	Yard Limits TO-R COLTON YP	45510	0.0				
539.0	(79.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
				515	517	519	521

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
6480W ..	460.0	Hivolt..... (Spur)	29393

Operation under control of San Joaquin Division.
Shown as information only.

EAST- WARD	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	Distance from Colton	WEST- WARD
	Riverside Branch			
	Yd. Lmts. COLTON YP	45510	6.4	
539.0	R			
545.4	RIVERSIDE JCT.	45555	0.0	
	(6.4)			

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
San Bernardino Branch			
..	546.2	Marigold.....	45080
..	548.0	Crown Jewell.....	45085
Riverside Branch			
441W ..	541.2	Grand Terrace..... (Spur)	45540
..	542.3	Highgrove.....	45545
..	543.3	Orange Center.....	45550
98E ..	544.2	Iowa Ave..... (Spur)	45553
Redlands Branch			
..	545.0	Motor Jet.....	45710
..	550.5	Mentone.....	45730
Calexico Branch			
3430 ..	672.0	Estelle.....	47010
1763 ..	681.0	Rockwood.....	47207
..	690.3	Grape.....	47220
1617 ..	691.4	Carlton.....	47225
1029E ..	701.5	Jewett..... (Spur)	47510
Sandia Branch			
..	691.7	Orita.....	47440
..	694.2	Curlew.....	47430
..	697.5	Sandia.....	47420
441W ..	699.4	Fuller..... (Spur)	47410
2646 ..	704.5	Rico.....	47350
2156 ..	707.6	Meloland.....	47340
833E ..	710.6	Anza..... (Spur)	47330

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SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

RULE A. Employees must know they have in their possession copy of Rules and Regulations of the Transportation Department effective January 1, 1969.

RULE M. Fourth paragraph is revised to read:
Employees are prohibited from getting on roof of cars except when necessary to make repairs.

Fifth paragraph of Rule M is cancelled in its entirety.

DEFINITIONS

Holidays are revised to read:

New Year's Day, January 1,
Washington's Birthday, third Monday in February,
Memorial Day, last Monday in May,
Independence Day, July 4,
Labor Day, first Monday in September,
Veteran's Day, November 11,
Thanksgiving Day, fourth Thursday in November,
Christmas Day, December 25.

RESTRICTED SPEED is revised to read:

Proceed prepared to stop short of train, obstruction, stop signal or switch not properly lined and look out for broken rail, not exceeding twenty miles per hour.

RULE 3. First paragraph is revised to read:

Conductors, yard-engine foremen, engineers and outside hostlers must compare their watches with a standard clock before commencing each day's work. Conductors and yard-engine foremen must, when practicable, compare time with their engineers before starting each trip or each day's work. At the first opportunity other members of the crew must compare time with the conductor, yard-engine foreman or engineer.

RULES 10-G, 10-H and 10-I. When unattended red flags or red lights, yellow flags, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to right of siding in direction of approach. If clearance between siding and main track does not permit display of these flags or signs to right of track in direction of approach, flags or signs may be displayed to left of track in direction of approach. Display of these flags or signs to the left of track in direction of approach must be respected as though they were displayed in accordance with these rules.

RULES 10-H and 15. On all branch lines except on Calexico Branch between Niland MP 667.4 and El Centro MP 698.90 yellow flags will be displayed one-half mile from point of restriction, and when a torpedo is exploded in the vicinity of a yellow flag displayed in accordance with Rule 10-H, train must proceed expecting to find an unattended red flag that may be displayed one-half mile beyond the torpedo and the yellow flag.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on branches. Speed restrictions tables will indicate permissible speeds between mile post locations named.

Second and fourth paragraphs are revised to read:

Speed signs that prescribe reduction in speed will be located two miles from initial point of restriction, and where used to authorize increase in speed will be located at point where higher speed commences. Speed may be increased as soon as rear of train has passed speed sign. Where such signs are not used to authorize an increase in speed, limit of restriction will be shown in timetable.

Certain speed signs have the word "SIGNAL" above the figures. Such signs in advance of signal indicate the speed that must not be exceeded while engine is passing signal two miles beyond the speed sign, unless signal can plainly be seen to be displaying green aspect.

RULE 14(1). Where there are multiple public crossings not more than one-fourth mile apart, sign bearing letter "X" located one-fourth mile in advance of first crossing will display a figure which represents the number of crossings involved.

Whistle signal, under provisions of Rule 14(1), must be sounded until engine has passed over the last crossing.

RULE 21. First paragraph is revised to read:

Trains must be identified by engine number on lead unit when practicable. Only the number designated for identification will be continuously illuminated when engine is so equipped.

RULE 26. On diesel fueling tracks a blue light will not be attached to reflectorized blue MEN AT WORK signs when displayed at night.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 98. Cars must not be kicked, dropped or shoved over railroad crossings not protected by interlocking, unless movement is protected.

RULE 101. Is revised to read:

Trains, or engines with cut of cars, must be protected against any known condition which interferes with their safe passage at normal speed.

When member of train or engine crew has reason to believe that movement on main track or siding has passed over defect in track or structure which may interfere with safe train movement at authorized speed, mile post location of defect, as exact as possible, must be immediately noted, train must be stopped as soon as practicable consistent with good train handling techniques and following precautions taken:

- Train dispatcher and other known trains and engines which are subject to pass over affected track must be notified immediately, utilizing radio and/or the nearest means of communication available, furnishing information as to the location, as exact as possible, of probable defect in track or structure.
- Unless relieved of responsibility by train dispatcher, reporting crew must provide protection for other trains or engines, make inspection of defect, notifying train dispatcher of findings.
- In all cases, inspection of train, or engine with cut of cars, must be made before proceeding to determine that all wheels are on rail and it is safe to proceed.

RULE 102. Should a passenger train break in two or an emergency application of brakes occur while in motion on grade, head brakeman will immediately go toward rear, close angle cock at opening if train has parted, set hand brakes, and turn up retaining valves on detached portion. After train is coupled air must be applied from engine before hand brakes and retaining valves are released.

ADD:

At any time a train, or engine with cut of cars, in motion on main track or siding has an emergency application of air brakes, or is derailed, mile post locations traversed by the train or engine while moving in emergency, as exact as possible, must be immediately noted. Train dispatcher must be notified without delay.

Track and structures under train at the time of emergency application or derailment, as well as any track or structure over which any part of train passed after emergency application or derailment occurred, must be inspected to determine that it is safe for passage of trains at authorized speed.

An inspection of train, or engine and cut of cars, must be made before proceeding to determine all wheels are on rail. If derailment or emergency application caused damage to track or structure that would interfere with safe movement of trains at authorized speed, crew must provide necessary protection for other trains, and immediate report must be made as required by Rule 101.

RULE 103-A. On tracks other than main tracks where crossing is protected by automatic gates or other automatic crossing protection and STOP signs are located approximately twenty-five feet each side of crossing, movements must stop at STOP sign and allow gates to lower or other automatic protection to operate twenty seconds before entering crossing.

Except as otherwise provided in this rule or by other Special Instructions or timetable bulletins, a public grade crossing which is blocked by a stopped train, other than a passenger train, must be opened within ten minutes, unless no

vehicle or pedestrian is waiting at the crossing. Such a cleared crossing must be left open until it is known that trains are ready to depart. When recoupling at public crossings trains shall be moved promptly consistent with safety.

Switching movements over public grade crossings should be avoided whenever reasonably possible. If not reasonably possible, such crossings must be cleared frequently to allow a vehicle or pedestrian to pass and must not be occupied continuously for longer than ten minutes unless no vehicle or pedestrian is waiting at the crossing.

Cars or locomotives must not be left standing, nor switches left open, within the controlling circuits of automatic gate protection devices unless time-out features are provided to allow the gate arms to rise.

In the event of any uncontrolled blockage involving more than one grade crossing and a peace officer is on the scene, primary consideration shall be given to the clearing of that crossing which, in the peace officer's judgment, will result in minimum delay to vehicular traffic.

Train or yard crew member of a train blocking a public crossing shall immediately take all reasonable steps, consistent with the safe operation of such train, to clear the crossing upon receiving information from a peace officer, member of any fire department, or operator of an emergency vehicle, that emergency circumstances require the clearing of the crossing.

In the event of any uncontrolled blocking not otherwise provided for in this rule, crossing shall be cleared with reasonable dispatch.

RULE 105. Capacity of sidings column indicates length of train in feet that can be accommodated between fouling points.

Sidings designated "E" in capacity of sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains. Those designated "N" for north and "S" for south are assigned for use by trains as shown in Special Instructions for the subdivision on which located.

RULE 211 and Train Order Form N.

When operator advances a train at a station under Rule 211, Example (3), the following wording must be used:

"This is SP operator [station]. I have a Form 'N' train order to advance [train] on main track until [time]."

RULE 283. ADD: When indication governs movement to track other than main track, movement must be made with caution.

RULE 285. First paragraph under Name and Aspect, is revised to read:

Trains exceeding medium speed must reduce to medium speed before engine reaches the signal if advance view of signal permits.

RULE 286. When distant signals governing movements on controlled sidings display yellow aspect, train may proceed at restricted speed expecting to find siding occupied by a preceding train.

First paragraph under Name and Aspect, is revised to read:

Trains exceeding medium speed must reduce to medium speed before engine reaches the signal if advance view of signal permits.

RULE 290-A. Is revised to read:

Indication: PROCEED WITHOUT STOPPING NOT EXCEEDING RESTRICTED SPEED PREPARED TO STOP SHORT OF NEXT HOME SIGNAL.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM PUSH BUTTONS

Where signal protection is provided for movements from an adjacent track to main track, push buttons and lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding. Train on siding to let train on main track pass should

not pass APPROACH CIRCUIT sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track.

Further instructions posted inside push-button box.

ELECTRIC OR MECHANICAL SWITCH LOCKS

Where electric or mechanical switch locks are installed, be governed by instructions posted in telephone booths, on doors or on housings of electric or mechanical switch lock.

RULE 507. ADD: On single track within yard limits, when an automatic block signal displays stop indication, engines, after stopping, may proceed at restricted speed under the following conditions:

- (1) When a preceding train is seen in the block and intervening track is seen to be clear.
- (2) When view of track is clear to end of block.
- (3) After waiting five minutes and no train or engine is seen or heard approaching.

INTERLOCKING

RULE 663(b). Operator may authorize movements under provisions of this rule after it has been ascertained indication lights on control panel are illuminated indicating dual control switches are in proper position and locked for movement without requiring dual control switches to be placed in hand position as required by Rule 772.

When indication lights on control panel are not illuminated, movements may be authorized under provisions of this rule; however, before making movement over dual control switches, such switches must be placed in hand position in accordance with Rule 772, and locked until movement over switch has been completed. When movement has been completed, switch must be returned to normal position and selector lever restored to motor position and locked.

When member of crew examines switch to see that points are in proper position for movement, examination must be made on the ground.

RULE 705. HOT BOX DETECTORS

If means of communication is available, engineer must inform conductor and helper engineer, if any, when approaching hot box detector. Crews on helper engine and on rear end of train must acknowledge and advise engineer of indications displayed in addition to taking appropriate action in accordance with applicable rules and Special Instructions.

Except for emergency situations, train and engine crews must avoid using radio transmitter within 500 feet of hot box detector scanner site.

Hot box detector scanner sites have a white light continuously displayed on track side of instrument house, except when a hot bearing is detected, at which time light will start flashing. Crew members must keep a vigilant lookout for light and, when flashing, conductor and engineer must immediately orally compare observation when means of communication is available. Absence of white light must be promptly reported to train dispatcher.

Actuation of hot box detector requires train to be immediately stopped for inspection. To accomplish this without causing journal to seize from the brake application, dynamic brake must be used when practicable. When working power and hot box detector has been actuated, brakes should be applied with an initial reduction, reducing power and applying dynamic brake as soon as possible consistent with good train handling, adding to the reduction as may be necessary to complete the stop.

When indication of hot bearing is shown at more than one hot box detector system indicating the same car, and hot bearing is not located, car will be set out after receiving second indication.

Connecting crews, if any, must be notified by incoming crew of failure to locate hot bearing if indication is received on any hot box detector system and car is not set out.

Instructions follow for operation of hot box detectors when stopped by illuminated letter or flashing white light, actuated by hot bearing.

TYPE A. LETTER "H" INDICATOR WITH DIGITAL READOUT.

When letter "H" is illuminated or it is known hot bearing has been detected by crew member observing the flashing white light at scanner site, train must be stopped promptly and inspection made to determine that it is safe to proceed. Where possible, inspection must be made before passing over switches or structures. After inspection train must not exceed 15 MPH from point of inspection until stop is made at location of readout indicator and be governed by instructions posted inside case.

When letter "W" is illuminated train must stop and wait until indicator is extinguished or permission is obtained from train dispatcher to proceed. Telephone located near "W" indicator.

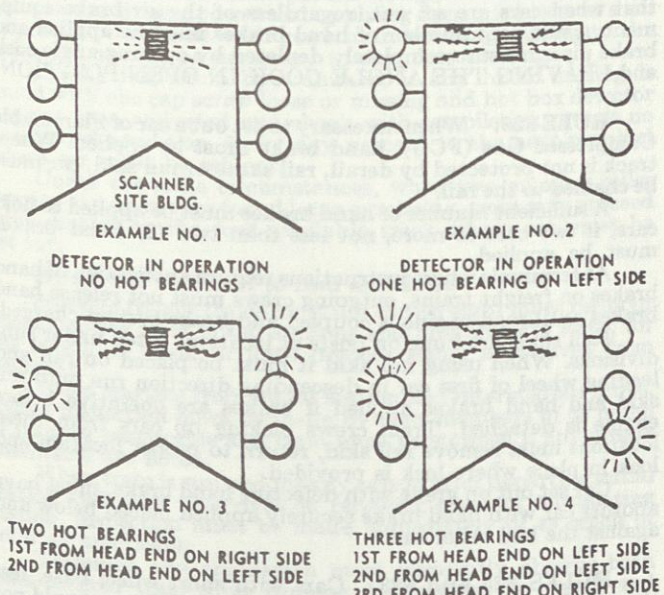
When hot box detector is activated, member of crew must make a physical count of axles from rear of train to axle indicated by digital readout and when hot bearing is not located then all bearings of car indicated by detector as well as five cars on either side of the car involved must be inspected.

When "H" indicator indicates a hot bearing on train and there is no count shown on hot bearing detector and/or red light below readout marked "Locator Out of Service" is illuminated or when digital readout indicator displays a false indication such as a duplication of numbers or the numbers displayed exceed the number of axles in train, then all bearings of train must be inspected.

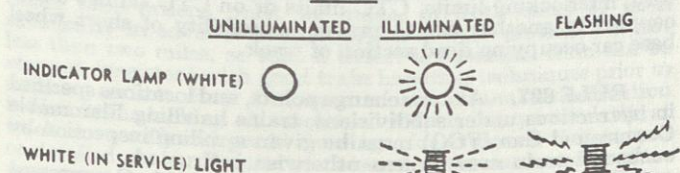
After inspection has been completed train dispatcher must be notified of condition found. When it is safe to proceed, member of crew must push button below indicator panel to cancel numbers on the indicator. Case door must be closed and secured with switch lock.

TYPE B. LIGHT INDICATOR ARRAY

HOT BOX DETECTOR INDICATOR ARRAY



LEGEND



Detector instrument house is equipped with indicator array consisting of white lights as shown in diagram.

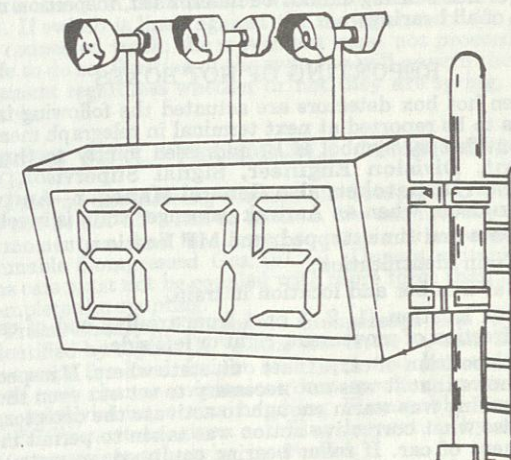
White light at top center of indicator array will be continuously displayed except when a hot bearing has been detected, at which time light will start flashing. Absence of white light must be promptly reported to train dispatcher.

Three vertical white lights are located on each side of indicator array. Lights on right side will be displayed for hot bearings on right side of train, and lights on left side will indicate hot bearings on left side of train, in direction of movement. Top light indicates first hot bearing, second light indicates second hot bearing, and third light indicates third hot bearing. Lights will indicate a maximum of three hot bearings on each train.

Crew members must keep vigilant look-out when passing these locations and if hot bearing is detected train must be stopped promptly and inspection made to locate car with hot bearing. In addition, truck of car with hot bearing will be sprayed with fluorescent dye marker for identification. All journals on car marked, as well as car ahead, must be inspected.

When indicator array indicates hot bearing on train and no dye marker is observed, all bearings of train must be inspected.

TYPE C. MONITOR DISPLAY BOARD WITH INDICATOR LIGHTS.



A monitor display board and hot box indicator lights, as shown in diagram, are mounted on a signal mast at side of track. As the train passes the detector, the right or left hot box indicator light on top of the board starts to flash immediately upon detection of a hot journal, indicating the side of the train having the overheated journal. Two seconds after the train passes the detector, the display board will display numerals indicating the accumulated axle count from the hot bearing to the rear of the train.

A flashing indicator light in the center indicates that another hot bearing (or bearings) was detected subsequent to the hot bearing which is numerically indicated on the display board. Flashing lights, both left and right but not in the center, indicate two hot bearings, same axle, numerals displayed indicating axle count from that axle to the rear of the train. Flashing center light, together with either the left or right light only, indicates the hot bearings detected were all on the same side of the train. All three indicator lights flashing signify the indicated hot bearing may be on either side and that one of the subsequent bearings was on the opposite side.

The display board is illuminated as train passes and will display zeros in the absence of a hot bearing. Absence of any numerical display after passage of train must be promptly reported to train dispatcher.

Also, upon detection of a hot bearing, white light which is continuously illuminated on equipment house adjacent to monitor display board, will start to flash. Absence of white light must be promptly reported to train dispatcher.

When any indicator light displays flashing white aspect, train must be stopped promptly and inspected. If only one flashing aspect is indicated, the axle number from rear of train shall be inspected plus all bearings of car indicated by detector as well as each adjoining car. If center light displays flashing white aspect, all bearings from count indicated to rear of train shall be inspected on side or sides as indicated by left or right flashing white light. Lights and illuminated numerals will automatically cancel out ninety seconds after entire train passes detector.

When hot box detector is actuated, member of crew must make physical count of axles from rear of train to axle indicated by display board. When hot bearing is not located, then all bearings of car indicated by detector as well as five cars on either side of the car involved must be inspected.

TYPE D. REMOTE READOUT BY RECORDER AT TERMINAL.

Readout is by recorder located at nearby terminal as shown under Rule 705 on each subdivision of Special Instructions.

Hot box detector scanner sites have a white light continuously displayed on track side of instrument house, except when a hot bearing is detected, at which time light will start flashing. Absence of white light must be promptly reported to train dispatcher.

Crew members must keep a vigilant lookout for light and, when flashing, conductor and engineer must immediately orally compare observation when means of communication is available. Train must be stopped promptly and when means of communications is available, crew member must contact employee at location of recorder to determine location of hot bearing. If location of hot bearing cannot be determined, inspection must be made of all bearings.

REPORTING OF HOT BOXES

When hot box detectors are actuated the following information is to be reported at next terminal in telegraph message form identified by symbol H.B. addressed jointly to Superintendent, Division Engineer, Signal Supervisor, and Chief Train Dispatcher; also General Manager—Amtrak, San Francisco, when an Amtrak passenger train is involved.

1. Date and time stopped, and MP location.
2. Train identification.
3. Car number and location in train.
4. Box location (1, 2, 3 or 4 from trailing end of car in direction of movement, right or left side).
5. Disposition of car; (If set out, state where. If inspection shows that it was not necessary to set out even though bearing was warm enough to activate the detector, advise what corrective action was taken to permit movement of car. If roller bearing equipped, so state.)
6. Report all cases where train passes over the detector without an indication having been displayed, but develops a hot bearing between detector and a point 20 miles beyond detector.

ABSOLUTE-PERMISSIVE BLOCK

RULE 744. Is revised to read:

When an absolute signal displays stop indication, train or engine must stop. Except as provided in Rule 745, train or engine, after stopping, must wait ten minutes and if no train or engine is seen or heard approaching, flagman must be sent ahead and train or engine may follow, keeping at least one-half mile behind flagman until flagman reaches next signal displaying proceed indication (green aspect), or reaches opposite end of A-PB.

ADD: RULE 745. When an absolute signal displays stop indication, and it is known that indication is caused by a portion of train standing on the main track, an engine, with or without cars, after stopping, may proceed at restricted speed to couple to train or cars, provided intervening track is seen to be clear to point where cars or train is standing.

CENTRALIZED TRAFFIC CONTROL

RULE 765. The first sentence is revised to read:

When necessary to perform switching moves requiring more than one reverse and one normal movement over any main track or controlled siding switch and track is unoccupied, member of crew must request, and train dispatcher will designate, work limits and clock time limit that must not be exceeded.

RULE 776(a). When member of crew examines switch to see that points are in proper position for movement, examination must be made on the ground.

RULE 781. White light which may appear on side of relay housing is maintainer's call light, but when train has been

stopped by an absolute signal and white light is observed burning, member of crew will communicate with train dispatcher, except when a train is closely approaching.

GENERAL REGULATIONS

RULE 804. ADD: Employees are, unless authorized by an officer of the Company, forbidden to have in their possession while on the property firearms, concealed or otherwise, or any other weapon considered dangerous.

RULE 810. ADD: Continued failure by employees to protect their employment shall be sufficient cause for dismissal.

RULE 822. Trainmen shall not be inside caboose when caboose is involved in switching moves or when caboose is being coupled to or uncoupled from train.

Ninth paragraph revised to read:

When necessary to climb through cars, employees may, when practicable, cross only through those standing cars equipped with end platforms or over the body of an empty flat car. They must not place any part of their body between coupler horn and end sill regardless of whether car is equipped with standard draft gear arrangement, sliding sill arrangement or end-of-car cushioning device. Crossing through moving equipment is prohibited.

ADD: When train is starting, stopping, or moving slowly, employees on train must maintain a secure position to avoid personal injury from possible slack action.

RULE 824. SETTING OUT CARS EQUIPPED WITH AB or ABD AIR BRAKE EQUIPMENT: Any time an angle cock is closed in the train where the brake pipe pressure is lower than it is elsewhere, the resultant equalization will raise the brake pipe pressure at that point sufficient to release the AB or ABD valve. Equalizing the air in the brake pipe will cause release of brakes throughout the cars. Therefore, it is imperative that when cars are set out, regardless of the air brake equipment, a sufficient number of hand brakes must be applied and brake pipe pressure completely depleted by opening angle cock and LEAVING THE ANGLE COCK IN OPEN POSITION.

RULE 825. When necessary to set out a car of Flammable Compressed Gas (FCG), hand brake must be applied. Where track is not protected by derail, rail skate or rail skid, car must be chained to the rail.

A sufficient number of hand brakes must be applied to hold cars; if two cars or more, not less than two (2) hand brakes must be applied.

At terminals where instructions require application of hand brakes on freight trains, outgoing crews must not release hand brakes until road engine is coupled and brake system charged.

Rail skids are hung on posts at locations listed under subdivisions. When using rail skid it must be placed on rail and leading wheel of first car in descending direction run onto rail skid and hand brakes applied if brakes are operative before engine is detached. Train crews picking up cars from these locations must remove rail skid, return to proper location and lock in place where lock is provided.

Car set out on grade with defective hand brake, must have another car with hand brake securely applied placed below and against the bad order car.

RULES 825 and 883. Cars with short wheel base, less than 30 feet inside length as stenciled on side of car, should not be left standing on main track in automatic block signal territory, interlocking limits, CTC limits or on CTC sidings unless coupled to another car to prevent possibility of short wheel base car occupying dead section of track.

RULE 827. At crew change points, and locations specified in instructions under subdivisions, trains handling Flammable Compressed Gas (FCG) must be given a rolling inspection by outbound train crew unless otherwise instructed.

When picking up cars containing Flammable Compressed Gas (FCG) at plants, interchange points or other locations, unless otherwise provided, trainmen or switchmen will make inspection to determine cars have no obvious leaks and that hand brakes, air brakes and trucks are in safe condition for movement. Cars that are not in safe condition for movement will not be handled. Immediate report must be made to the

train dispatcher or yardmaster, where applicable, from first available means of communication, when car containing Flammable Compressed Gas (FCG) has been set out or has not been picked up. Report should include car number, location, commodity, and reason car cannot be moved.

At locations specified in instructions under subdivisions, trains handling cars containing Flammable Compressed Gas (FCG) will stop and entire train must be inspected from both sides to determine that there is no obvious leakage of Flammable Compressed Gas (FCG) and that there is no other unsafe condition of equipment before proceeding.

Engines running light on descending grade without dynamic brake in operation must stop a sufficient length of time to permit wheel heat radiation if there is INDICATION OF OVERHEATING.

Dragging equipment and/or derailed car detector warning beacon mounted on post or relay case adjacent to detector will display revolving red light when detector is actuated. Crew members must keep vigilant look-out when passing and if revolving red light observed, train must be stopped promptly and inspection made of train and track notifying train dispatcher of condition found.

If means of communication is available, engineer must inform conductor and helper engineer, if any, when approaching hot box detector, dragging equipment detector, derailed car detector, excess dimension load detector or person making rolling inspection of his train. Crews on helper engine and on rear end of train must acknowledge and advise engineer of indications displayed in addition to taking appropriate action in accordance with applicable rules and Special Instructions.

Actuation of dragging equipment and/or derailed car detector requires train to be immediately stopped for inspection. To accomplish this without risking immediate derailment or worsening of derailment from brake application, dynamic brake must be used when practicable. When working power and dragging equipment and/or derailed car detector has been actuated, brakes should be applied with an initial reduction; reducing power and applying dynamic brake as soon as possible consistent with good train handling, adding to the reduction as may be necessary to complete the stop.

During inspection by trainmen, if any roller bearing is found with one cap screw loose or missing and hot box detector has not been activated and check with tempilstick reveals no overheated condition, train may proceed to the next terminal where car must be set out.

Under the same circumstances, when two or more roller bearing cap screws are found loose or missing, train may proceed with caution to the first available track where car must be set out.

RULE 827 is revised to read as follows:

Speed of freight trains must not exceed eight miles per hour when starting from initial stations and intermediate stops, for the length of train, or until proceed signal is received from trainman.

When starting from initial station and intermediate stops, rolling inspection must be made by crew members of as much of train as practicable and train must be stopped if any unsafe conditions are noted.

When train is stopped for any reason after departing initial station and prior to arrival on receiving track at terminating station, inspection must be made immediately of as much of train as practicable.

Trainmen and enginemen must frequently observe both sides of their train while running, looking out for signals and indications of defects in track and train, especially while rounding curves and while approaching and leaving stations. Additional observations must be made, of both sides of train sufficiently in advance of first switch at each station, but not less than two miles, so that if defect is detected, train can be stopped consistent with good train handling techniques prior to reaching switch. Rear trainman must also make observation behind train looking at track and structures, particularly at track car setoffs and grade crossings, for evidence of distressed or derailed car(s). Results of these observations must be communicated by radio, if practicable, between crew members on head end and rear end of train and with each other. If indication of defect is observed, train must be promptly stopped for closer inspection and correction of defect.

When making inspection, crew members must observe train closely for hot bearings, sticking brakes, sliding wheels,

dragging equipment, insecure lading, signs of smoke or fire, or any other dangerous condition. If defects are discovered while train is moving, stop signal must be given immediately and train must be stopped consistent with good train handling techniques. Defects should be corrected if possible, and cars unsafe for movement must be set out and Chief Train Dispatcher notified. Special attention must be given to hot bearings.

Cars placarded Explosives, Poison Gas, Flammable Poison Gas, Dangerous, or Dangerous Radio Active Material must be given careful inspection at all points where train inspection is made.

RULE 830. At interlocked railroad crossings at grade, cars or engines must not be cut off nor left within interlocking limits in such a way as to foul any part of the crossing frogs.

RULE 837. When making yard movements on any work lead or an adjoining track thereto, the movement will have the right to move on the track for which the switches are properly lined. If switch is lined against the movement, or for an adjacent connected track, the movement must not proceed until it is safe to do so. Position of the switches will govern the right of movement regardless whether or not they are spring, rigid, or variable.

RULE 837-A. FLAMMABLE COMPRESSED GAS (FCG)

Tank cars containing Flammable Compressed Gas (FCG) shall not be cut off when in motion. No car moving under its own momentum shall be allowed to couple to a car containing Flammable Compressed Gas (FCG). During switching operations cars must not be coupled with more force than necessary to complete the coupling.

Trains handling Flammable Compressed Gas (FCG) will be identified by alpha "K" as the last letter in train identification, except for local freight and road switcher assignments.

At crew change points, locations specified in instructions under subdivisions, trains handling Flammable Compressed Gas (FCG) must be given a rolling inspection by outbound train crew unless otherwise instructed.

When necessary to set out a car of Flammable Compressed Gas (FCG) hand brake must be applied. Where track is not protected by derail, rail skate or rail skid, car must be chained to the rail.

When handling cars containing Flammable Compressed Gas (FCG) in local or switching moves, work should be arranged to minimize handling of these cars. To the extent practicable, when gathering or distributing cars containing Flammable Compressed Gas (FCG), cars should be separated and isolated on a separate track, and properly secured until switching has been completed.

When picking up cars containing Flammable Compressed Gas (FCG) at plants, interchange points or other locations, unless otherwise provided, trainmen or switchmen will make inspection to determine cars have no obvious leaks and that hand brakes, air brakes and trucks are in safe condition for movement. Cars that are not in safe condition for movement will not be handled. Immediate report must be made to the train dispatcher or yardmaster, where applicable, from first available means of communication, when car containing Flammable Compressed Gas (FCG) has been set out or has not been picked up. Report should include car number, location, commodity, and reason car cannot be moved.

At locations specified in instructions under subdivisions, trains handling cars containing Flammable Compressed Gas (FCG) will stop and entire train must be inspected from both sides to determine that there is no obvious leakage of Flammable Compressed Gas (FCG) and that there is no other unsafe condition of equipment before proceeding.

When necessary to provide helper engine for trains handling cars containing Flammable Compressed Gas (FCG), helper engine must be placed in accordance with helper service instructions and there must be a proper separation of the helper engine from cars containing Flammable Compressed Gas (FCG).

Unless specifically authorized, trains or cuts of cars containing Flammable Compressed Gas (FCG) must not exceed 100 cars or 8,000 tons.

Following are shipping names of Flammable Compressed Gas (FCG):

Standard Transportation Classification Code	Shipping Name
2813210.....	Acetylene Gas
	Acetylene
2813425.....	Argon-Hydrogen Gas Mixture
2813430.....	Argon-Methane Gas Mixture
	Methane
2818960.....	Butadiene from Alcohol
2911985.....	Butadiene from Petroleum
	Butadiene, Inhibited
2911931.....	Butane, Impure, for further refining
2912110.....	Butane Gas, Liquefied
	Butane
2912122.....	Butene (Butylene) Gas, Liquefied
2813990.....	Compressed Gases, NEC, OT Poison
	Compressed Gases, NOS
	Fluorine
	Tetrafluoroethylene, Inhibited
2912130.....	Coal Gas
2813929.....	Carbon Dioxide—Propylene Oxide
	Mixture
2813932.....	Carbon Monoxide
2899887.....	Compounds of Fluids, Intombeng
	Starting
	Engine Starting Fluids
2818224.....	Dimethyl Ether (Methyl or Wood
	Ethers)
2813980.....	Dispersant Gases, NEC, Flammable
2813934.....	Dimethylamine, Anhydrous
	Monomethylamine, Anhydrous
	Trimethylamine, Anhydrous
2813944.....	Ethylene Oxide—Dichlorodifluoro-
	methane
	Ethylene
2912120.....	Ethylene, Liquid (Bicarbutetted
	Hydrogen)
	Ethane
2813984.....	Fluoroethane Gases, Flammable
	Difluoroethane
	Difluoromonoethane
2813460.....	Hydrogen Gas
	Hydrogen
	Hydrogen, Liquefied
2813946.....	Hydrogen, Sulfide
2813940.....	Helium—Butane Gas Mixture
2813942.....	Helium—Isobutane Gas Mixture
2813992.....	Hydrocarbon Gas, NEC
	Hydrocarbon Gas, Liquefied and Non-
	liquefied
	Liquefied Hydrocarbon Gas
	Methylacetylene—Propadiene,
	Stabilized
2814175.....	Isobutane for further refining processing
	Isobutylene
2912112.....	Isobutane Gas, Liquefied
2912190.....	Liquefied Petroleum Gas, NEC, Com-
	pressed
	Liquefied Petroleum Gas
2818947.....	Methyl Chloride
	Methyl Chloride—Methylene Chloride
	Mixture
2813950.....	Methyl Mercaptan Gas
	Methyl Mercaptan
2813954.....	Nitrogen—Hydrogen Gas Mixture
2912111.....	Propane Gas, Liquefied
	Propane
	Cyclopropane
2912131.....	Pintsch Gas
2813978.....	Refrigerants, NEC, Liquid, Flammable
2813964.....	Trifluorochloroethylene Gas
	Trifluorochloroethylene
2813966.....	Vinyl Chloride (Chloroethene)
	Vinyl Chloride
	Vinyl Fluoride Inhibited
2818280.....	Vinyl Methyl Ether (Methyl Vinyl
	Ether)
	Vinyl Methyl Ether Inhibited

RULE 872. Enginemen, when taking charge of through freight or passenger engines at San Luis Obispo, Santa Barbara, Los Angeles, Palmdale, West Colton, Colton, Indio, and Yuma, will consider engines as having been amply supplied with water, fuel, sand, and other supplies.

RULE 883. Light engines must not be left unattended on grades unless protected in descending direction by derail or spur track switch lined for diverging track. Air brakes must be applied and hand brake on each unit of consist must be applied and chain must be placed under wheels.

First sentence in first paragraph is revised to read:

When an engine is left without an employee in charge, it must when practicable, be placed on track affording protection against entry to main track; hand brakes must be fully applied, wheel secured with blocking chain or if not available other suitable blocking material, reverse lever removed from control stand, generator field switch OFF, engine isolated and cab doors locked.

RADIO OPERATING RULES

RULE 958. Is revised to read:

Employees shall identify the radio station from which they are calling by prefacing their call with the railroad name, for example: "SP Caboose Train Second 802 calling SP Engine Second 802 over" and to answer a call, announce, for example: "This is SP Caboose Train Second 802 over."

Radio station must be identified at the end of each transmission which exceeds three minutes, except that, in event of continued exchange of communications, identification shall be made at the end of each 15-minute period if the exchange continues without substantial interruption.

RULE 962. First sentence is revised to read:

Radio communication system may be used in lieu of hand, flag or lamp signals prescribed by Rule 12.

RULE 963(d). Is revised to read:

Train dispatcher communicating direct with engineer or conductor, after assured train is stopped, may authorize train to pass an absolute signal displaying stop indication within CTC limits as prescribed by Rule 776.

AIR BRAKE RULES

RULE 2. Engines not equipped with control cables for multiple operation must not be picked up by light engines. If necessary to pick up such engines, they will be picked up only by freight trains or locals.

Enginemen taking charge of road engine at San Luis Obispo, Santa Barbara, Los Angeles, West Colton, Colton, and Yuma, will consider sanders are operating properly.

Enginemen taking charge of road engines at Taylor Diesel Facility and West Colton will consider that condensation has been drained from reservoirs and from moisture and dirt collectors; and that communicating signal is operating and cut-out cocks are properly positioned on engines in passenger service.

RULE 2-A. When continuous wheel slip and/or ground relay action is experienced on a unit, the unit should not be isolated and allowed to remain in the engine consist unless inspection definitely reveals that all wheels are rotating freely. When using engine brake, it must, according to conditions, be operated in such manner as to avoid overheating of brake shoes and wheels.

On departure from maintenance facility, engineers must determine by making running air brake test that the independent and automatic brakes are operating effectively.

RULE 2-B. First sentence in second paragraph is revised to read:

When going from power to dynamic braking proceed as follows:

- (1) Assure that throttle is in IDLE position.
- (2) Move selector lever to OFF position.
- (3) Pause 10 seconds.
- (4) Move selector lever to B or braking position.
- (5) Use throttle or dynamic brake handle to control strength of dynamic braking as needed.

Dynamic brake on head end of freight trains must not exceed 24 axles.

If the maximum 24-axle limit cannot be adhered to due to units in the consist not having dynamic brake cutout switches, then such units must be isolated prior to using dynamic brake.

When dynamic brake and automatic air brake are used together, the independent brake valve handle must be depressed and held in release position a sufficient time to ensure engine brakes are released.

RULE 3. A full independent brake application on road engine classes EP636, GF628, EF630, EF636, EF642, GF630, GF633, and EF623 results in a brake cylinder pressure of 72 lbs. This brake cylinder pressure must be maintained to provide required braking power at very low speeds or when stopped. Under no circumstances must self-lapping portion of independent brake valve be changed except to obtain brake cylinder pressure of 72 lbs. from a full independent brake application.

RULE 11. Cars equipped with brake cylinder release valve may have one or two operating release rods. Operating rods connected to brake cylinder release valve may be identified by stencil reading "Br.Cyl.Rel." or by a diamond shaped stencil or by noting that end of release rod forms a small closed circle. Air brakes can be released on cars equipped with a brake cylinder release valve by a hard momentary pull on release rod after brake pipe pressure has been depleted.

RULE 12. SETTING OUT CARS EQUIPPED WITH AB or ABD AIR BRAKE EQUIPMENT. Rules require that when cars are set out and a sufficient number of hand brakes are applied brake pipe pressure must be depleted by opening angle cock. This method of securing cars is applicable to cars equipped with AB air brake equipment or cars equipped with the latest type of air brake equipment, the ABD valve.

RULE 13.

Second paragraph is revised to read:

In case the trouble cannot be corrected or complete air failure occurs from any cause, train must not be moved. Train dispatcher must be promptly notified.

Sixth paragraph is revised to read:

Should the compressor or main reservoir on the lead engine fail the train must be stopped, automatic brakes left applied, dead-engine feature cut in and control of the brakes transferred to the second engine. The train must not be moved beyond the next point where an engine with suitable air equipment can be placed in the lead.

Seventh paragraph is canceled in its entirety.

RULE 14. Engine controlling train must have brake pipe cut off valve in cut in position. Engine(s) not controlling train must have brake pipe cut off valve in cut out position. 26C Automatic Brake Valve handle must be placed in HANDLE OFF position. Handle must be left in this position to be available for emergency application if necessary. Independent Brake Valve must be cut in and handle in place.

RULE 17. If at any time in engineer's judgment, use of retaining valves is required, stop will be made and retaining valves turned up in accordance with his request.

RULE 22. When two or more trains or engines are working at locations where Mechanical Department forces are not on duty, employees must not couple air hoses or go on, under or between cars for the purpose of making repairs until a member of the crew has notified employees on other trains or engines in the immediate vicinity, and yardmaster, where assigned, that work is about to be performed and complete understanding had to prevent movement on the affected track. Trainmen must not couple air hoses on outgoing trains at San Luis Obispo, Dolores, South Gate, Los Nietos, City of Industry, Palmdale, Colton, Indio, and El Centro until train is made up and the caboose and road engine is on train.

Coupling caboose and road engine to train will be considered as an indication that train is made up and switchmen have completed their work. Switchmen must not perform switching on or couple other cars to a train on which the road engine and caboose have been attached without instructions

from the yardmaster, who will see that members of the crew are notified in advance.

First paragraph is revised to read:

All trains, except for run-through and unit run-through trains covered in Rule 22-B, must be given inspection and test as specified in this rule at points: (1) Where a train is originally made up (Initial Terminal); (2) Where train consist is changed other than by adding or removing a solid block of cars and train brake system remains charged; and (3) Where train is received in interchange.

ADD: RULE 22-B. Air Brake Tests on Run-Through and Unit Run-Through Trains

Each RUN-THROUGH TRAIN must be given inspection and test as prescribed by Rule 22 at points: (1) Where train is originally made up (Initial Terminal); (2) Where train consist is changed other than by adding or removing a solid block of cars and train brake system remains charged.

Each UNIT RUN-THROUGH TRAIN must be given inspection and test as prescribed by Rule 22 at points: (1) Where train is originally made up and where it is reassembled after being broken up; (2) and once during each round-trip cycle at designated points.

At these designated points inspection and tests must be made to determine the piston travel of a body-mounted 10-inch brake cylinder does not exceed 10 inches; and piston travel on all other brakes must not exceed the nominal travel specified by more than 2 inches or exceed the maximum travel specified by the badge plate or stencil on the car.

At a point where a block of one or more cars is added to a run-through train or a unit run-through train after the train is originally made up, cars must be inspected and tested as prescribed by Rule 22. At a point other than a terminal where a block is added, inspection and tests must be made as prescribed by Rule 24-C.

Inspection and tests made under Rule 22 must be recorded at the time they are performed by completing FRA Form F-6180-48 in duplicate. This form must be signed by employee responsible for the inspection and tests. One copy of the form shall be kept in the cab of the engine until the train arrives at its final terminal. In the event of change of head-end power between terminals, engineer must insure that this form accompanies train.

At locations where the crew of one carrier takes over control and operation of a run-through train or unit run-through train from the crew of another carrier, the receiving carrier shall inspect and test the train to determine that:

- (1) The cab of the engine contains a completed FRA Form F-6180-48.
- (2) Brake pipe leakage does not exceed 5 pounds per minute.
- (3) Brakes apply and release on the rear car from a 20-pound service brake pipe pressure reduction.

If the cab of the engine does not contain a completed Form F-6180-48, the train must be inspected and tested as prescribed by Rule 22 before it proceeds.

RULE 23. The following series of cars are equipped with ABEL brake system which has automatic changeover feature to provide proper brake function when car is loaded and when empty:

SSW	75700-75799	Gondolas
SSW	78500-78599	Hoppers (Open Top)
SP	333500-334399	Gondolas
SP	337500-337599	Gondolas
SP	345000-345669	Gondolas
SP	354000-354749	Gondolas
SP	463500-464899	Hoppers (Open Top)
SP	467500-467549	Hoppers (Open Top)
SP	480000-480193	Hoppers (Open Top)
SP	491000-491059	Hoppers (Covered)
SP	492000-492039	Hoppers (Covered)
SP	500604	Flat Car
SP	590000-590099	Flat Cars

The following series of cars are equipped with ABDEL brake system, which has automatic change-over feature to provide proper brake function when car is loaded and when empty. This feature is fully automatic on these series and requires no action on part of engineer:

SP	337600-337699	Gondolas
SP	354750-355299	Gondolas
SP	463337-463486	Hoppers (Open Top)
SP	464000-465699	Hoppers (Open Top)
SP	590100-590131	Flat Cars (Anode)
SP	595500-595624	Cradle Flats

RULE 24-B. San Luis Obispo, Santa Barbara, Los Angeles, West Colton, Indio and Yuma:

Incoming engineer, after completing stop, must make a full service brake application leaving brakes applied. When outgoing crew takes charge of train on arrival or otherwise is assured, upon request, that continuity of brake pipe has not been disturbed, engineer will release brakes and proceed.

RULE 33. Loaded cars with empty-load (ABEL or ABDEL) brakes are to be considered the equivalent of one and one-half (1½) cars in determining tons per operative brakes.

RULE 60. On descending grades train air brakes must be used in conjunction with dynamic brakes unless air brake application would cause train to either stop or retard speed excessively below that which is authorized.

MISCELLANEOUS

1. HELPER SERVICE

The following covers engine tractive effort in pounds:

Engine Model	Classification	Starting Tractive Effort
C 415	AS415	62,750
RS 11	AS418-1 to 6	65,000
RS 32	AS420	63,750
C 630	AS600-1	102,000
RSD 15	AS624-1	92,500
C 628	AS628-2	97,750
C 630	AS630-1	101,000
GP 9	EF418-1 to 9; EF418C-1-2; EF418E-1-2-3	64,200
GP 20	EF420-1-2; EF420C-1-2	65,100
GP 30	EF423-1; EF423C-1	66,100
GP 35	EF425-1 to 4; EF425C-1-2-3	66,000
GP 40	EF430C-1	67,560
SD 9	EF618-1 to 5; EF618E-1-2	89,700
SD 39	EF623-1-2	104,150
SD 35	EF625-1	95,540
SD 40	EF630-1-2	102,750
SD 40-2	EF630-3-4	102,100
SD 45	EF636-1 to 6; EF636C-1 to 5	103,470
SD 45-2	EF636-7 to 10-12-15; EF636C-6 to 9	102,600
SD 45X	EF642-1-2	103,240
DD 35	EF850B-1	131,750
GP 40P-2	EP430-1	70,200
SDP 45	EP636-1	102,500
SW 1200	ES412	62,250
SW 1500	ES415-1 to 6	65,000
MP 15	ES415-7	65,400
SD 7	ES615-1 to 4	82,500
SD 38	ES620-1	104,000
U 25 B	GF425-1-2-3	67,800
U 28 B	GF428-1	67,890
U 28 C	GF628-1	103,120
U 30 C	GF630-1-2	104,850
U 33 C	GF633-1 to 10	104,710
U 50	GF850	139,250

NOTE: For classification of engines, see Item 3.

(a) Rule for entraining when only one helper engine:

- (1) Helper engine consisting of not more than two six-axle operating units totaling 179,400 pounds tractive effort, nor more than two four-axle operating units totaling 135,600 pounds tractive effort, or a combination of one four-axle and one six-axle operating unit totaling 157,600 pounds

tractive effort, may be placed behind caboose on trains not exceeding 120 cars or 6500 tons.

- (2) On trains of 100 or more cars helper engine consisting of only one unit may be placed behind caboose.
- (3) Helper engine that does not qualify under (1) or (2) must be entrained as near as practicable to shove 1/3 and pull 2/3 of tonnage handled by helper engine.
- (b) Trains having more than one helper engine must have each engine entrained as near as practicable so that it will shove 1/3 and pull 2/3 of tonnage handled.
- (c) Trains powered with two helper engines, one of which qualifies to be placed behind caboose, must entrain the non-qualifying helper as near as practicable to shove 1/3 and pull 2/3 of tonnage handled by the non-qualifying helper.
- (d) Not more than 3500 tons may be placed behind rear helper engine, except between Indio and Colton, not more than 4500 tons may be placed behind rear helper engine.
- (e) When helper is used on train handling empty coil cars in series SP 595500 to SP 595624, helper engine must be entrained ahead of these cars.
- (f) AS415, AS420, ES412 and ES415 class units must not be cut into train in helper service. No more than two of these units may be placed behind caboose.
- (g) Helper engine must not be placed on head end of train without authority from train dispatcher.
On ore trains helper engine not to exceed 10,800 operative horsepower may be used immediately ahead of caboose.
On ore trains swing helper must be placed in train with 40% of train between road engine and swing helper.
- (h) Air must be cut in on all helper engines and engine must not be coupled nor uncoupled while train is in motion.
- (i) Road engineer and helper engineer must communicate any change affecting the operation of their train when means of communication is available. When communication is not available, and speed is being held above 8 MPH on ascending grade, helper engineer must regulate amperage during speed reductions or speed increases to maintain the amperage indicated before speed change; if speed of train drops below 8 MPH or when coming to a stop on ascending grade, helper engineer must regulate amperage during speed reduction to maintain the amperage indicated before speed change, then close throttle just before train stops.
- (j) When speed of trains powered with 12,000 or more horsepower on the head end and with helper engine entrained drops below 16 MPH, road engineer must reduce throttle to Run 6.
Loss of helper unit or units resulting in train speed dropping below 16 MPH and head end power being reduced to Run 6 may result in helper power working in short time rating. The short time rating must not be exceeded. If it appears that short time rating will be exceeded, assistance must be requested from train dispatcher. If assistance cannot be obtained grade must be doubled.
- (k) In locating helper engine(s) in train, the following example of calculating tonnage for road engine and helper engine(s) will be used.

Example:

Train: 42 loads, 87 empties, 5756 tons
Four unit road engine (2-U30C, 1-SD39, 1-SD35)
Three unit helper engine (2-SD39, 1-SD40)

Total road horsepower	10800
Total helper horsepower	7600
Total horsepower	18400

MAXIMUM SPEED AND LENGTH OF ENGINES

CLASSIFICATION	ENGINE NUMBERS	MAXIMUM SPEED EXCEPT #	LENGTH (FEET)
AS600	1000-1002	70	70
ES406	1004	45	44
ES408	1100-1128	65	44
ES408B	1150-1153	65	44
ES409	1190-1199	65	44
AS409	1200-1281	60	45
ES410	1300-1337	65	44
ES615	1400-1442	70	61
AS410	1820, 1842	60	45
ES412	2250-2316	65	44
AS415	2400-2409	65	54
ES415	2450-2689	65	45
ES415	2690-2759	65	48
AS418	2900-2903; 2905-2936	70	57
AS618	2951-2970	70	58
ES620	2971-2976	70	69
EP418	3001-3002; 3004-3010	70	56
AS624	3100-3102	25*	67
AS628	3110-3136	25*	69
AS630	3140-3153	25*	69
EP418	3186-3196	70	56
EP430	3197-3199	70	63
EP636	3200-3209	70	71
EF418	3300-3322	70	56
EF618	3827-3964	70	61
AS420	4000-4009	70	57
EF420	4030-4153	70	56
EF618	4300-4451	70	61
EF423	5000-5017	70	56
GS407	5100-5109	55	37
EF623	5300-5325	70	66
EF425	6500-6681	70	56
GF425	6700-6767; 6800-6865	70	60
EF625	6900-6953	70	60
GF428	7025-7028	70	67
GF628	7150-7159	70	67
EF430	7600-7607	70	59
GF630	7900-7936	70	67
EF630	8300-8306; 8350-8356	70	71
EF630	8400-8488	70	66
GF633	8585-8796	70	67
EF636	8800-9156	70	66
EF636	9157-9404	70	71
EF642	9500-9505	70	71
EF850B	9900-9902	70	88
GF850	9950-9952	70	84
Amtrak Locomotives:			
EP415A	SP Model F7, 110-123	79	51
EP415B	SP Model F7, 160-164	79	50
	BN Models F7A, F7B, 100-107;	70	
	150-154	70	
	BN Model F3B, 155-156	70	
	BN & UP Models E8A, E9A,	70	70
	325-352; 411-433		
	BN & UP Models E8B, E9B,	70	70
	370-374; 453-470	70	72
EP630A	Model SDP40F, 500-649	70	
Rock Island Locomotives:			
	Units Nos. 190 to 299 incl.	70	60
	Units Nos. 300 to 339 incl.	70	56
	Units Nos. 340 to 399 incl.	70	59
	Units Nos. 4700 to 4719 incl.	70	59
B&O Locomotives:			
	Units Nos. 3500 to 3519 incl.	70	56
	Units Nos. 3540 to 3559 incl.	70	56
	Units Nos. 3581 to 3599 incl.	70	59
	Units Nos. 3600 to 3699 incl.	70	56
	Units Nos. 3700 to 3898 incl.	70	56
	Units Nos. 3900 to 3919 incl.	70	56
	Units Nos. 6900 to 6956 incl.	70	61
	Units Nos. 7400 to 7440 incl.	70	61
	Units Nos. 7482 to 7500 incl.	70	
N&W Locomotives:			
	Units Nos. 1500 to 1609 incl.	70	66
	Units Nos. 1700 to 1814 incl.	70	66

- (1) Divide total horsepower by tonnage =

$$\frac{18400}{5756} = 3.196 \text{ HP/T}$$

- (2) Divide road horsepower by HP/T factor =

$$\frac{10800}{3.196} = 3379 \text{ tons.}$$

Road engine will handle 3379 tons.

- (3) Divide helper horsepower by HP/T factor =

$$\frac{7600}{3.196} = 2377 \text{ tons.}$$

- (4) To determine 1/3 of helper tonnage divide

$$\frac{2377}{3} = 792 \text{ tons}$$

Helper engine will shove 792 tons.

- (5) To determine 2/3 of helper tonnage multiply

$$792 \times 2 = 1584 \text{ tons}$$

Helper engine will pull 1584 tons.

2. PLACEMENT OF RESTRICTED CARS IN TRAIN WITH OR WITHOUT HELPER:

- (a) Westward through freight trains operating between San Luis Obispo and Santa Margarita, except LAOAT, must entrain empty 70-foot or longer equipment ten or more cars behind road engine and ten or more cars ahead of helper engine. A flat car with one van, or one container, whether loaded or empty, must be considered as an empty.

- (b) When average weight of cars in train, other than LAEST, locals, or switchers, is more than 60 tons per car, do not handle any cars which weigh less than 50 tons within five cars of road engine.

The above will not apply to GSLAF when total tonnage does not exceed 5,000 tons.

- (c) Certain USAX and DODX flat cars in series 38016 thru 38665 and 39095 thru 39199 are restricted to movement on rear of train and behind any helper engine. Restricted cars will be indicated on Conductor's train list at terminals. When cars listed in above series are picked up at locations other than a terminal, they must be entrained on rear of train and behind any helper unless it is determined that cars are not restricted.

3. CLASSIFICATIONS ARE DESCRIPTIVE OF ENGINES AS FOLLOWS:

1st letter.....Builder: A-Alco; E-EMD; G-GE
2nd letter.....Type of service: F-Freight; P-Passenger;
S-Switcher

1st number.....Number of axles
2nd and 3rd numbers.....Horsepower (100)

Last letter.....Style of unit:

- A—Car body type with control cab
B—No control cab
C—SSW
E—SP Equipment Co.
S—SP Equipment Co. owned, leased to SSW
NO LETTER—Indicates road switcher type

4. SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restriction applicable to certain territories as shown in Speed Restrictions for Trains:

Engines handled dead must not exceed speed shown in table.

#When operated in multiple unit control, on head end of train or running light and engineer is in other than the leading control cab in direction of movement, speed must not exceed 30 MPH. 'A' type units (indicated by letter 'A' following classification numerals) operating in reverse as lead unit in direction of movement must not exceed 30 MPH.

*May be handled isolated in multiple, dead in multiple, or dead in train at maximum speed of 70 MPH.

D&RGW, BN and UP diesel units, when used, will be permitted maximum freight train speeds, but must not exceed maximum speed stenciled in cab of each unit.

ANY LOCOMOTIVE NOT LISTED.....35 MPH

5. OTHER INSTRUCTIONS

A. Dead diesel locomotives weighing 100,000 pounds or more will be placed first behind locomotive handling train; locomotive weighing less than 100,000 pounds must be placed near rear of train.

B. Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the Chief Train Dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

C. Engines operated with engineer in other than lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossing at grade, subject to further restrictions imposed by local conditions.

D. Movement of foreign line engines, in service or dead in train, must not be authorized until provisions of current Line Clearance Circular have been complied with.

E. When a unit or units in locomotive consist emit excessive smoke through exhaust stacks other than from a cold start, prompt report must be made to train dispatcher who will arrange to notify roundhouse foreman or locomotive maintenance forces on duty at first maintenance facility where train is scheduled to stop. Unit number, time and location where excessive smoking of unit was first observed must be reported.

When a yard engine is observed emitting excessive smoke report must be made to roundhouse foreman or locomotive maintenance forces on duty.

In addition, engineer must make appropriate entry on work report, Form CS 2326.

F. AS415, AS420, ES412 and ES415* class engines must not be moved dead in train. These engines must be MU'ed in engine consist.

When only AS415, AS420, ES412 and ES415* units are used in engine consist, not more than two units may be on the line when making a reverse movement with cars or train and must be located adjacent to the train.

When operating with mixed engine consist, where dynamic brake is required, not more than two AS415, AS420 and ES415* units will be used.

- (1) If one unit is used, it will be placed as the second unit.
- (2) If two units are used, units must be placed as the second and third units in consist.
- (3) A road unit must be coupled against the train.
- (4) If necessary to make a reverse move with cars or train, lead unit must be isolated.

If necessary to operate with more than two AS415, AS420, ES412 and ES415* class units in consist (including pick up of units from outlying points), these units must be placed in the lead. Under these conditions, if reverse move is made with cars or train, all units ahead of the two rear units in these classes will be isolated.

*ES415 class engines, numbered 2680-2759 inclusive, have been equipped with modified couplers. This modification permits these units to be placed in locomotive consists or dead in train without being subject to restrictions applicable to other class ES415 locomotives.

NOTE: ES412 class units 2212-2257 will not be used in mixed consist account not equipped with #24 MU wire.

G. Extreme caution must be used during dynamic braking or when making reverse moves to prevent jackknifing and track damage.

H. Not more than ten diesel units in operation may be used on head end of any freight train.

I. When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains and light engines must not exceed 59 MPH, and speed of freight trains must not exceed 49 MPH, nor may speed exceed that applying to normal operation.

J. Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3/4 inches in length must not exceed 10 MPH. When flat spots are not in excess of 3/4 inches long such cars may be operated at maximum authorized speeds.

K. Gross weight of SPMW 6400-6439 100-ton air dump cars cannot exceed the gross weight shown in Special Instructions or Line Clearance Circular for each branch line. Also, cars must not be dumped on curves of 25 degrees or more, or operated through curves of 35 degrees or more.

L. Forward brakeman on freight trains will ride the lead unit when a seat is available.

M. Open-top cars with lading height exceeding fifteen (15) feet six (6) inches, except cars transporting highway trucks or trailers, multi-level freight cars either loaded or unloaded, and automobile underframe cars, shall be entrained at least five (5) cars distance from engine or caboose if length of train permits on trains operating in or through the States of California and Nevada.

Freight cars of a height greater than fifteen (15) feet six (6) inches shall be entrained at least five (5) cars distance from caboose if train length permits.

N. Except when handling cabooses on or near the head end in local or road switcher service and when handling only a few cars, cabooses are not to be moved other than at rear of train.

O. Union Pacific Passenger Units acquired by Amtrak do not make automatic backward transition when speed drops to 23 MPH. Throttle must be placed in **idle position** to open 'P' (Parallel) contactors. Failure to do so will damage traction motors and main generators.

P. MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or triple loads.....		25
Scale test cars, except:.....	40**	30
SPMW 2024.....	65	49
Relief outfits with steam derrick, except:.....	35	25*
(Relief outfits 7014 and 7025 must not be operated on any branch, except may be operated on Santa Paula Branch provided an empty 50-foot car is placed between crane and engine; on San Pedro Branch to MP 504.00; on Burbank Branch between Burbank and Canoga Park; on Santa Ana Branch and on Puente Branch).....	35*	25*
Locomotive cranes:		
SPMW 4027, 4080, 4088, 4091, 4542, 4543, 5479, 5595, 5849, 6601 and 6602;		
With Boom disconnected and counterweight forward.....	45	25*
except SPMW 5595.....	40	25*
With Boom disconnected and light end forward.....	20*	15
SPMW 6603, 6604;	25*	15
With boom in place, either end forward.....	25	25
With boom disconnected, light end forward..	20	20
With boom disconnected, heavy end forward..	45	20
With boom disconnected, either end forward and moveable counterweight properly positioned.....	55	25
Steam Pile Drivers:		
(SPMW 3402)		
With leads removed and secured.....	45	25*
(SPMW 4052 and 4053).....	35	25*
Jordan Spreaders:		
(with exception of SPMW 8001)		
Running backward.....	25	20
Moving forward (prepared for travel).....	35	35

SPMW 4088, Crane Pile Driver restricted to 45 MPH and must be placed on rear of train.

SPMW 5479, 5499 and 5497 are restricted to 45 MPH.

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed signs.

**Scale Test Car NBS-1 to be handled on trains not more than 20 cars ahead of caboose and speed of train handling NBS-1 not to exceed 60 MPH.

Q. OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains of deadhead equipment, with caboose..	65	
Passenger trains, with caboose.....	65	
Engine and caboose only (except: must not exceed speed for same engine running forward light).....		65
Logs loaded on flat or logging cars, except:....		35
On curves.....		25
Through truss bridges, tunnels and passing stations.....		15
Engine, flanger and caboose only, except:.....		40
On curves.....		30
PC 598500 to 598999.....		45
Empty bulkhead flat cars (FB) except series SP 590000-590111, SP 591100-591124 and SSW 88050-88099 equipped with roller bearings....		55

NOTE: Light engines are authorized to operate at Column 1 speeds not exceeding 65 MPH except on descending grade without dynamic brake in operation must not exceed Column 2 speeds.

Trains handling cars containing Flammable Compressed Gas (FCG) must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed. Such trains are further restricted to speeds shown at locations specified in instructions under subdivisions.

R. LOAD LIMIT

Where 315,000 pound load limit applies:

Gross weight of 315,000 pounds applies to uniformly loaded four-axle cars with minimum axle spacing of 6'-0" and minimum distance of 37'-0" center to center trucks; also wheels 38" or more in diameter.

Where 263,000 pound load limit applies:

Gross weight of 263,000 pounds or less applies to uniformly loaded four-axle cars having trucks spaced 23'-0" or more center to center and minimum axle spacing of 5'-6".

S. Units SSW 9052 through 9068 will have overspeed cut-out cocks blocked open and no attempt should be made to close them in event overspeed device (or speedometer) malfunctions enroute, unit should be rearranged in the locomotive consist as a trailing unit to clear the condition.

S. Units SSW 9052 through 9068 and 9090 through 9099 will have overspeed cut-out cocks blocked open and no attempt should be made to close them. In event overspeed device (or speedometer) malfunctions enroute, unit should be rearranged in the locomotive consist as a train-line unit to clear the condition.

SPECIAL INSTRUCTIONS—SANTA BARBARA SUBDIVISION

RULE 4-B. Trains operating on Los Angeles Division, Santa Barbara Subdivision between Burbank Junction and Saugus will be governed by San Joaquin Division Timetable and Special Instructions.

That portion of the Santa Barbara Subdivision between Burbank and Saugus will be dispatched by the Chief Train Dispatcher at Bakersfield and all train orders and messages will be issued over the initials of the Chief Train Dispatcher at Bakersfield.

RULE 10-J. Speed Signs To Left Of Track:

Eastward	Reading	Westward	Reading
M.P. 293.80	50	M.P. 264.30	30
M.P. 307.00	50	M.P. 271.00	40
M.P. 398.20	65—55	M.P. 335.30	55
M.P. 478.60	20	M.P. 407.23	70—55
M.P. 480.12	12	M.P. 436.35	65—50
		M.P. 462.38	60—55

RULE 82-A. Train No. 13 is authorized to operate Los Angeles to Burbank Junction without obtaining a clearance. Train No. 13 will be authorized at Burbank Junction by receipt of clearance bearing O.K. time and initials of Chief Train Dispatcher and must be endorsed green or no signals as case may be. All Mojave Subdivision trains are authorized to operate between Los Angeles or Los Angeles Yard and Burbank Junction after having been issued San Joaquin Division clearance, and need not obtain clearance at Burbank Junction if train order signal displays green aspect.

Burbank Branch: After securing permission from operator Burbank Junction, extra trains may operate on Burbank Branch without train order authority or obtaining a clearance. Operator must receive authorization from train dispatcher before granting such permission. While there is an extra train operating on Burbank Branch, train dispatcher must not authorize another extra train to operate without first having an understanding, in accordance with the provisions of Rule 208-A, with all conductors and engineers operating or requesting permission to operate on the Burbank Branch.

RULE 83. Identification may be made on double track or in interlocking limits between San Luis Obispo and East San Luis Obispo, West Santa Barbara and East Santa Barbara, Los Angeles Yard and Burbank Junction, to be applied at end of double track or interlocking limits. Reduce speed sufficiently to permit identification and comply with Rule 14 (k).

When a regular train or section of schedule is checked at Los Angeles Yard it will not be necessary to obtain check of the same train at Burbank Junction.

RULES 82-A, 83 and 83-A. Extra trains or engines operating in below listed territories must register destination of trip (turning point), date and time of departure in column captioned "Signals." When trip has been completed, date and time of arrival at initial station of trip must also be entered in column captioned "Signals." Engines enroute into these territories must not leave the initial station until it has been ascertained from the train register that all preceding engines via the route to be used have completed their trips and registered time and date of arrival at initial station of trip accordingly:

Territory	Register Location
Ventura Branch:	
Ventura Junction—End of Branch	Ventura Junction

Flag protection to rear is not required while operating in this territory.

RULE 83A. At the following stations only trains indicated will register:

Guadalupe—originating or terminating
Oxnard—originating or terminating
Los Angeles Yard—originating or terminating.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, are established at the following points:

West MP		East MP
251.80	San Luis Obispo	257.00
264.50	Oceano	280.00
301.85	Surf	303.49
302.70	Surf (Lompoc and White Hills Branches)	
	End of Branches	
369.16	Santa Barbara	373.71
397.13	Ventura	400.50
406.61	Oxnard	421.00
402.96	Montalvo (Santa Paula Branch)	404.83
423.54	Fillmore	425.62
412.57	Santa Paula	416.53
446.06	Chatsworth (Burbank Branch)	446.35
449.37	Saugus	451.64
448.17	Saugus (Santa Paula Branch)	
444.70	Chatsworth	462.00
462.32	Los Angeles (Coast line)	
471.20	Los Angeles (S. J. Valley-Alhambra line)	488.69
471.20	Los Angeles (Burbank Jct. to Eastward Main Track)	485.50
471.20	Los Angeles (Burbank Jct. to Westward Main Track)	482.90
466.19	Los Angeles (Burbank Branch)	

RULE D-97. Applies between San Luis Obispo and East San Luis Obispo, between West Santa Barbara and East Santa Barbara and between Burbank MP 473.28 and Los Angeles MP 479.31.

RULE 99. Flag protection to rear is not required on Burbank Branch.

Between yard limits signs Burbank Jct., MP 462.00—MP 462.32, engines may proceed without train order authority under the protection of flagman as prescribed by Rule 99.

RULE 103-A. Automatic crossing gates.

Following crossings protected by gates with control circuits located within short distance of crossings.

Station	Location	MP
*Lompoc	"A" Street	312.8
**Santa Barbara	State Street	370.8
***Santa Barbara	Montecito Street	370.6
****Burbank	Allen Avenue	473.15

*Stop sign installed. Crossing must not be entered until member of crew is satisfied gates are down.

**All trains making stop at State Street must stop back of marker-posts located east and west of crossing. When such trains are ready to depart, gates must be lowered manually by inserting switch key in receptacle located on the east and west side of crossing adjacent to eastward and westward main track and turning one half-turn to right. Key may be removed but tracks east and west of marker-posts must be occupied within one minute or gates will raise.

***Sound detector microphone is located just east of Montecito Street crossing, MP 370.6. Westward trains on westward main track making stop at Santa Barbara east of Montecito Street must sound whistle which will actuate the gates and crossing must not be entered until gates are known to be down.

****Eastward trains stopped by interlocking signals at MP 473.15 must stop at least 100 feet west of Allen Avenue to permit crossing gates to raise. When proceed indication is received whistle must be sounded for one second to actuate gates. Sound detector microphone located west of Allen Avenue. Trains must stop and traffic on highway be protected by member of crew over the following crossings:

Limco: Telegraph Road on Limoneria Spur.

Santa Paula Branch:
Edison Spur, MP 446.20, over Telegraph Road. PUC requires trains to stop and member of crew to protect traffic before movement is made. Movement to be made only during daylight hours.

SPECIAL INSTRUCTIONS—SANTA BARBARA SUBDIVISION

RULE 104. The normal position of rigid switches at junction points is as follows:

Surf	Middle track, for Lompoc Branch.
White Hills Junction	White Hills Branch, for Lompoc-Surf Branch.
Ventura Junction	Ventura Branch, for Main Track.
Montalvo	Santa Paula Branch, east leg of wye.
Chatsworth	Burbank Branch, Main track.
Burbank	Burbank Branch, west leg of wye.
Saugus	Santa Paula Branch, westward siding.

Derrails in main track:

Ventura Branch	
MP 398.56	Derrail in main track
MP 401.90	Derrail in main track

Warning signs 1,000 feet in advance of both derrails for both eastward and westward movement.

RULE 105. Trains entering siding equipped with spring switch must not pass home signal until switch has been lined for movement.

Callender: Siding extends from Signal 2696 to cross-over just west of Signal 2708.

Oxnard: West switch to siding located at Signal 4078. Inside switch on siding must be left lined for drill track.

RULE 107. Station train indicators are provided in approach to the following station:

	Westward
Glendale (MP 477.70)	

When illuminated this indicator will convey the following information:

TRAIN—Train at platform on opposite track.

CLEAR—Indicator in service.

Glendale: When westward station train indicator is illuminated displaying **TRAIN**, westward trains or engines must not proceed west of Signal 4775 until eastward train at the station has cleared, unless it is known that Eastward Track is occupied by a train not receiving or discharging traffic.

RULE 208. Third, fourth and fifth paragraphs will not apply to westward trains entering siding at Burbank Junction. Trains entering siding Burbank Junction must not foul main track until it has been ascertained that any train orders delivered restricting their movement at that station have been fulfilled.

RULE 211. To enable train dispatcher to advance a westward train beyond Burbank Junction where it is restricted for an opposing or following train, operator, after receiving verbal authority from train dispatcher, will clear interlocking signal located at MP 471.80 for movement on main track on route desired, which will be an indication to an approaching train that orders have been issued authorizing movement to the next station at least, against and ahead of superior trains, and will not require the issuance of Form N Train Order or the blinking of red light in light type train-order signal several times.

RULE 220. All train orders and instructions held by passenger engineers being relieved at Santa Barbara must be delivered to relieving engineer.

RULE 221. Train-order offices:

Burbank Jct.—westward trains only.

Train-order signal on north side of track No. 1 will govern movements on track No. 1. Train-order signal on south side of track No. 2 will govern movements on track No. 2.

Santa Barbara—Trains No. 12 and No. 13 must obtain clearance at Santa Barbara.

Oxnard—Flashing white light indicator located on Westward Signal 4089. Display of flashing white light indicates that train-order signal is displaying proceed indication or that train-orders are ready for delivery and such train-orders do not restrict train at that station and train may pass fouling point of siding if not restricted by timetable or train orders previously received.

RULE D-251. Will apply as follows:

Both tracks between San Luis Obispo and East San Luis Obispo.

Both tracks between West Santa Barbara and East Santa Barbara.

Both tracks between Burbank MP 473.28 and Los Angeles MP 479.31.

RULE 306. The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-2524	Spring switch West end ready track MP 252.50, San Luis Obispo	
	Spring switch, east end double track, East San Luis Obispo	P-2549
P-2598	Collision detector, Tiber underpass, MP 259.83	P-2597
P-2608	Flood detector, second Villa Creek bridge 261.37	P-2615
P-2838	Mud slide detector fence, Shuman	P-2851
P-2940	Fire detector, Los Alamos bridge, Narlon	P-2955
P-3020	Spring switch west end siding, Surf	P-3033
	Spring switch east end siding, Surf	P-3067
P-3056	Slide detector fence, MP 306.13	
P-3164	Spring switch, west end siding, Sudden	P-3177
	Spring switch, east end siding, Sudden	P-3207
P-3192	Fire detector, Canon bridge, Jalama	P-3227
P-3214	Slide detector fence, MP 321.50	P-3253
	Spring switch, east end siding, Concepcion	
P-3682	Spring switch, end double track, West Santa Barbara	
	Spring switch, east end double track, Santa Barbara	P-3723
	Spring switch, east end freight lead, Santa Barbara	
	Spring switch, east end siding, Ortega	P-3775
P-3844	Slide detector fence, MP 385.10	P-3871
P-3872	Slide detector fence, MP 387.20—MP 387.70	P-3885
P-3972	Dragging equipment detector, MP 394.22	P-3981
	Dragging equipment detector, MP 401.28	P-3993
	Spring switch, east end siding, Ventura	P-4043
P-4032	Barricade detector MP 407.7	P-4077
P-4074	Barricade detector MP 407.7	P-4089
	Spring switch, east end siding, Oxnard	P-4173
	Spring switch, east end siding, Camarillo	P-4275
	Spring switch, east end siding, Moorpark	P-4377
	Spring switch, east end siding, Santa Susana	
	Spring switch, east end siding, Santa Susana	
P-4362	Spring switch, west end siding, Tunnel 27, MP 443	P-4431
P-4428	Falling rock detector, Tunnel 27, MP 443	
P-4452	Spring switch, west end siding, Chatsworth	P-4481
P-4470	Barricade detector MP 447.2	P-4481
P-4470	Barricade detector MP 447.8	P-4517
P-4470	Barricade detector MP 451.4	P-4567
P-4504	Barricade detector MP 456.3	P-4603
P-4554	Barricade detector MP 460.2	
P-4592	Barricade detector MP 460.2	

Ventura: Light type indicators on masts of Signals 3972 and 3981, are dragging equipment indicators.

They will display red aspect with signal at "STOP" position when actuated by dragging equipment detectors, and lunar aspect when not actuated.

Crews of trains stopped by Signals 3972 and 3981 with red indicator light illuminated will inspect their train for dragging equipment. Indicator lights may be changed to lunar by pressing push button located in box at Signals 3972 and 3981.

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 505. San Luis Obispo—Eastward Main Track, between signal 2527, located on engine ready track and SA signal located at West End of Double Track MP 251.73, is signaled for movement in both directions.

Automatic dwarf signal 2523, for westward movement, is located on Eastward Main Track at MP 252.55. Normal aspect of signal is Red. Rule 290(I) will apply. To clear signal 2523 for westward movement, follow instructions posted in push button box located at side of track opposite signal.

Ventura: After complying with Rule 513, trains or engines will move from Ventura Junction to Ventura by block signal indication, which will supersede the superiority of trains.

RULE 516. OVERLAP POSTS:

Grover Eastward trains
Bromela Westward trains

RULE 538. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
East San Luis Obispo	End double track
Surf	West end siding
Surf	East end siding
Sudden	West end of siding
Sudden	East end of siding
Concepcion	East end of siding
West Santa Barbara	End of double track
East Santa Barbara	End of double track
East Santa Barbara	East end freight lead
Ortega	East switch of siding
Ventura	East switch of siding
Oxnard	East switch of siding
Camarillo	East switch of siding
Moorpark	East switch of siding
Santa Susana	West end siding
Santa Susana	East switch of siding
Chatsworth	West switch of siding

Spring switches not equipped with facing point lock.

San Luis Obispo	West end Ready Track
San Luis Obispo	Crossover at east end Ready track

San Luis Obispo: Spring switch west end Ready Track and spring switches on crossover at east end of Ready track equipped with switch point indicators. Indicators do not indicate track occupancy. Indicators will display green aspect when switches are in normal position. When indicators display red aspect or indicator light is extinguished, careful examination of switch must be made before making a facing point move.

INTERLOCKING

RULE 605. Burbank Junction: Limits extend on Santa Barbara Subdivision to signal bridge MP 462.42, on Mojave Subdivision to eastward interlocking signal MP 471.35 and on track No. 1 and track No. 2 to MP 473.28.

No. 1 track—to north
No. 2 track—to south

Dayton Avenue Tower: Limits extend on main tracks from interlocking signal bridge MP 479.31 to signal bridge No. 4, MP 481.44; on yard tracks from interlocking signals located on east end of C Yard 1, 2 and 3, east end of yard leads No. 17 and No. 20 to interlocking signal located at the east end of the Midway bridge; and from interlocking signals located at the west end of C Yard 1 and the east end of A Yard 1 to respective power operated crossover switches to the main track.

Crossovers between MP 479.31 and MP 479.51 equipped with dual control switches. Instructions for operation posted in phone booth.

Bottom unit of interlocking signals on track No. 1 C Yard and track No. 1 A Yard may display lunar aspect. When lunar aspect is displayed train or engine may proceed without stopping at restricted speed within interlocking limits.

Mission Tower: Limits extend on both tracks of East Bank line from interlocking signals located 300 feet west of East Bank Junction switches to westward interlocking signals located on Signal Bridge No. 2; on both tracks of River Station line to interlocking signals located 250 feet west of Naud Jct. switch; Westward Track to interlocking signal located 300 feet east of Taylor Junction and on Eastward Track from switches at MP 482.85 to interlocking signals located 400 feet east of Taylor Junction; East Bank Line to State Street Junction located MP 484.94.

RULE 669. Dayton Ave. Tower and Mission Tower: One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by operator to resume movement.

RULE 705. LETTER TYPE INDICATORS:

Illum. Letter	On Signal	Approaching	Authorized and requires movement as follows
M	3006	Surf	Proceed on main track to east end siding.
S	3006	Surf	Enter siding.
M	3047	Surf	Proceed on main track to west end siding.
S	3047	Surf	Enter siding.
W	3702	Santa Barbara	Psg. Station. Eastward trains must stop short of signal 3702 and wait until indicator is extinguished.
W	3723	East Santa Barbara	Westward trains must stop short of Signal 3723 and wait until indicator is extinguished.
M	"A"	Montalvo	Line switch and derail for movement to main track.

*On absolute dwarf signal at East leg of Wye at MP 403.66.

HOT BOX DETECTORS

Illum. Letter	On Signal	Approaching	Location of Readout
H	2709	Callender	MP 269.6 Callender
W	2728	Guadalupe	
W	2741	Bromela	
H*	MP 274.5	Guadalupe	MP 275.8 Guadalupe
H	3097	Honda	MP 306.7 Honda
W	3114	Sudden	
W	3133	Honda	
H	3150	Sudden	MP 317.5 Sudden
W	4226	Moorpark	
H	4227	Somis	MP 419.5 Somis
W	4253	Somis	
H	4264	Moorpark	MP 427.4 Moorpark

*Displays flashing white light when "H" illuminated.

SCANNER SITES

MP	Type	Direction	Location
273.0	A	East and West	Callender-Guadalupe
290.1	C	East and West	Devon-Narlon
312.5	A	East and West	Honda-Sudden
344.63	C	East and West	Gaviota-Capitan
366.28	C	East and West	Goleta-West Santa Barbara
386.4	C	East and West	Carpinteria-Seacliff
424.4	A	East and West	Somis-Moorpark
451.29	C	East and West	Northridge-La Metro
**475.3	D	East	West Glendale (White light is located on wooden post adjacent to eastward main track)-Los Angeles Yard

**Speed of train must be immediately reduced to not exceeding 15 MPH when white light is observed flashing and stop made as soon as rear of train has passed Chevy Chase Drive MP 476.4. When means of communication is available, crew member must contact yardmaster at location of recorder to determine location of hot bearing. If location of hot bearing cannot be determined, inspection must be made of all journals.

Refer to Rule 705 All Subdivisions.

ABSOLUTE-PERMISSIVE BLOCK

RULE 740. Limits extend between Oxnard MP 407.14 and Montalvo MP 403.07.

When absolute signals at each end of A-PB display stop indication trains must obtain authority from operator at Oxnard to proceed. If signal cannot be cleared and there is no opposing trains causing signal to display stop indication, operator Oxnard may authorize train to proceed on main track to the limit of A-PB as prescribed by Rule 507.

Trains or engines must not enter main track or use main track switches within these limits without first obtaining permission from operator Oxnard.

When necessary to perform switching within these limits, Rule 765 will govern. Wherein Rule 765 the term "train dispatcher" is used, it has reference to operator Oxnard within these limits.

Operator Oxnard must obtain authorization from train dispatcher before granting work limits and clock time limits, or authorizing trains or engines to enter or move on main track within these limits.

Rule 744 will not apply within these limits.

GENERAL REGULATIONS

RULE 825. Surf. Portable rail skid located on post 150 feet west of east switch on house track.

Canet. Portable rail skids located on post at clearance point of siding.

Refer to Rule 825 All Subdivisions.

RULE 827. Trains handling loaded Flammable Compressed Gas (FCG) in tank cars must be given careful inspection at all points where train inspection is made.

Westward trains handling cars containing Flammable Compressed Gas (FCG) must stop and inspect entire train at the following location: MP 409.

Dragging and/or derailed equipment detector and indicator installed at the following locations:

MP	Location
261.5	Between San Luis Obispo and Pismo
267.6	Between Oceano and Callender
284.1	Between Waldorf and Shuman
289.0	Between Casimela and Narlon
332.0	Between San Augustine and Sacate
337.4	Between Sacate and Gaviota
434.0	Between Simi and Santa Susana
439.2	Between Santa Susana and Chatsworth
443.7	Between Santa Susana and Chatsworth
448.1	Between Chatsworth and Northridge

Refer to Rule 827 All Subdivisions.

RULE 837. South Vandenberg Air Force Base, MP 309.2, United States Government tracks, not less than two hand brakes must be set on cars left on interchange tracks.

MISCELLANEOUS

1. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All Engines	Oxnard-Track No. 3, Ventura County RR. Oxnard-Ventura County RR tracks—must not go beyond 250 feet east of the east switch of track VC 9.
	South Vandenberg Air Force Base United States Government tracks, MP 309.2, must not operate on government spur east of interchange track.

2. **Gemco:** Public Utilities Commission orders require that all cars and engines shall be brought to a stop not more than 100 feet or less than 10 feet before entering building Tracks Nos. 6, 7 and 8 at General Motors Corp. Crews are prohibited from riding on cars in Tracks Nos. 6, 7 and 8 while entering or inside of plant building account overhead impaired clearance.

3. **Santa Paula Branch:** Watch for high water at bridge 427.40. Approach with caution, looking out for obstruction on tracks, stopping if necessary to make examination before proceeding.

4. **Tunnel 26:** Switches controlling lights in this tunnel are located at the east and west portals. Lights must be extinguished when not in use.

5. **LOAD LIMIT (car and contents):**

*San Luis Obispo-Los Angeles	263,000 pounds
*San Luis Obispo-White Hills Branches	240,000 pounds
*Lompoc and White Hills Branches	240,000 pounds
*Ventura Branch	240,000 pounds
Santa Paula Branch	240,000 pounds
Burbank Branch	240,000 pounds

*Refer to Item (R), Page 21, All Subdivisions.

**Ventura Junction to Nitroshell 315,000 pounds when meeting above requirements.

Unless authorized by Superintendent, heavier loads must not be handled.

SPECIAL INSTRUCTIONS—SANTA BARBARA SUBDIVISION

6. LOCATION OF OVERHEAD AND SIDE
STRUCTURES NOT STANDARD CLEARANCE
ON MAIN TRACK AND SIDINGS

MP	Location	Description
261.37	Pismo	Villa Creek Bridge.....Side
262.68	Pismo	Villa Creek Bridge.....Side
265.57	Oceano	Overhead Crossing Overhead
266.37	Oceano	Arroyo Grande River Bridge.....Side
357.77	Ellwood	Overhead Crossing Overhead
394.83	East of Dulah	Overhead Crossing Overhead
396.1	West of Ventura Jct.	N. Fork Ventura River Bridge.....Side
396.87	West of Ventura Jct.	Ventura River Bridge.....Side
440.28	East of Santa Susana	Overhead Crossing Overhead
441.20	East of Santa Susana	Tunnel No. 26
442.90	East of Santa Susana	Tunnel No. 27
443.90	East of Santa Susana	Tunnel No. 28
415.40	East of Santa Paula	Santa Paula River, Bridge.....Side
423.00	West of Fillmore	Sespe Creek Bridge, Overhead and Side
423.00	East of Piru	Piru Creek Bridge
445.68	East Newhall Ranch	Overhead Crossing Overhead
446.16	East Newhall Ranch	Santa Clara River Bridge Overhead and Side

7. SPEED RESTRICTIONS FOR
OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings	15
Through yard and other tracks, wyes, balloon tracks, crossovers, turnouts and slip switches	10
On Limonera spur, Limco, on tangent	25
on curves	10
On VC yard tracks, Oxnard, when shoving	10
On Vandenberg AFB Track Tangair (MP 297.4) to Helium Spur	30
Crossovers MP 471.50	35
Crossovers MP 473.20	25
Crossovers MP 479.41	15
Lompoc North "H" Street, MP 312.20 to 312.30	5

SPECIAL INSTRUCTIONS—SANTA BARBARA SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 19, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on pages 20 and 21 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin. All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY		PASSEN- GER TRAINS	FREIGHT	TERRITORY		PASSEN- GER TRAINS	FREIGHT		
MP	MP	Column:	1	2	MP	MP	Column:	1	2
EASTWARD, SAN LUIS OBISPO TO SANTA BARBARA:				WESTWARD, SANTA BARBARA TO SAN LUIS OBISPO:					
252.10 to 253.29			25	25	370.70 to 370.60			20	20
253.29 to 254.86 (End of double track)			35	35	370.60 to 368.32			50	50
254.86 to 258.52			60	55	368.32 to 368.28 (Through turnout)			35	35
258.52 to 259.80			35	30	368.28 to 357.76			70	55
259.80 to 261.18			40	30	357.76 to 356.85			60	55
261.18 to 262.30			30	30	356.85 to 348.80			70	55
262.30 to 263.95			60	55	348.80 to 345.98			45	45
263.95 to 267.94			70	55	345.98 to 344.77			55	55
267.94 to 269.00			40	40	344.77 to 338.60			70	55
269.00 to 275.61			70	55	338.60 to 336.19			60	55
275.61 to 277.00			50	50	336.19 to 335.67			40	40
277.00 to 279.57			60	55	335.67 to 333.30			65	55
279.57 to 280.00			50	50	333.30 to 325.66			60	55
280.00 to 283.24			70	55	325.66 to 323.12			55	55
283.24 to 288.52			40	40	323.12 to 321.87			45	45
288.52 to 291.00			55	55	321.87 to 318.20			50	50
291.00 to 291.32			45	45	318.20 to 311.81			70	55
291.32 to 294.40			70	55	311.81 to 309.00			50	50
294.40 to 295.80			60	55	309.00 to 306.10			65	55
295.80 to 296.08			50	50	306.10 to 304.00			55	55
296.08 to 299.57			55	55	304.00 to 300.20			60	55
299.57 to 300.20			40	40	300.20 to 299.57			40	40
300.20 to 304.00			60	55	299.57 to 296.08			55	55
304.00 to 306.10			55	55	296.08 to 295.80			50	50
306.10 to 309.00			65	55	295.80 to 294.40			60	55
309.00 to 311.81			50	50	294.40 to 291.32			70	55
311.81 to 318.20			70	55	291.32 to 291.00			45	45
318.20 to 321.87			50	50	291.00 to 288.52			55	55
321.87 to 323.12			45	45	288.52 to 283.24			40	40
323.12 to 325.66			55	55	283.24 to 280.00			70	55
325.66 to 333.30			60	55	280.00 to 279.57			50	50
333.30 to 335.67			65	55	279.57 to 277.00			60	55
335.67 to 336.19			40	40	277.00 to 275.61			50	50
336.19 to 338.60			60	55	275.61 to 269.00			70	55
338.60 to 344.77			70	55	269.00 to 267.94			40	40
344.77 to 345.98			55	55	267.94 to 263.95			70	55
345.98 to 348.80			45	45	263.95 to 262.30			60	55
348.80 to 356.85			70	55	262.30 to 261.18			30	30
356.85 to 357.76			60	55	261.18 to 259.80			50	35
357.76 to 368.28			70	55	259.80 to 258.52			35	30
358.55 to 357.76			60	55	258.52 to 254.86			60	55
357.76 to 368.28			70	55	254.86 to 253.29 (Begin double track)			35	35
368.28 to 368.32 (Through turnout)			35	35	253.29 to 252.10			25	25
368.32 to 370.60			50	50					
370.60 to 370.70			20	20					

Trains handling cars containing Flammable Compressed Gas (FCG) must not exceed 55 miles per hour. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

Trains handling cars containing Flammable Compressed Gas (FCG) must not exceed 30 MPH between the following mile post locations:

MP 275 and MP 277
MP 366 and MP 370.6

Maximum authorized speed for freight trains is 55 MPH except GUCWP, and WCOAF may be authorized by train order to operate at Column One speed not exceeding 65 MPH provided they contain no restricted cars or empties except cabooses and meet requirements of tons per operative brake as shown on table below.

Number of Cars	Tons Per Operative Brake	Number of Cars	Tons Per Operative Brake
1 to 70	70	106 to 110	62
71 to 75	69	111 to 115	61
76 to 80	68	116 to 120	60
81 to 85	67	121 to 125	58
86 to 90	66	126 to 130	56
91 to 95	65	131 to 135	54
96 to 100	64	136 to 140	52
101 to 105	63	141 to 145	50

FOR SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK REFER TO ITEM 7, PAGE 26.

SPECIAL INSTRUCTIONS—SANTA BARBARA SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 19, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on pages 20 and 21 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY		PASSEN- GER TRAINS	FREIGHT	TERRITORY		PASSEN- GER TRAINS	FREIGHT
MP	MP	Column: 1	2	MP	MP	Column: 1	2
EASTWARD, SANTA BARBARA TO LOS ANGELES:				WESTWARD, LOS ANGELES TO SANTA BARBARA:			
370.70 to 372.27 (Santa Barbara)		20	20	482.80 to 482.18 (Los Angeles)		12	12
372.27 to 387.18		55	55	482.18 to 481.90		15	15
387.18 to 387.70		40	40	481.90 to 481.69 (East Bank Jct.)		20	20
387.70 to 390.84		65	55	481.69 to 481.67 (North Main Street)		15	15
390.84 to 391.23		50	45	481.67 to 480.00		20	20
391.23 to 392.23		60	55	480.00 to 477.33		40	40
392.23 to 396.66		70	55	477.33 to 471.49 (462.61) (Burbank Jct.)		50	50
396.66 to 398.20 (Ventura)		45	45	471.49 crossover		25	25
398.20 to 399.60		65	55	471.50 crossover		35	35
399.60 to 402.10		70	55	462.61 to 462.38		40	40
402.10 to 402.38		65	55	462.38 to 444.39		60	55
402.38 to 405.27		70	55	444.39 to 440.90		40	40
405.27 to 405.66		60	50	440.90 to 437.80		60	50
405.66 to 407.23		70	55	437.80 to 434.35		70	50
407.23 to 408.08		35	35	434.35 to 429.82		65	50
408.08 to 414.85		70	55	429.82 to 429.45		55	50
414.85 to 415.36		60	55	429.45 to 415.36		70	55
415.36 to 429.45		70	55	415.36 to 414.85		60	55
429.45 to 429.82		55	55	414.85 to 408.08		70	55
429.82 to 434.35		65	55	408.08 to 407.23		35	35
434.35 to 437.80		70	55	407.23 to 405.66		70	55
437.80 to 440.90		60	55	405.66 to 405.27		60	50
440.90 to 444.39		40	40	405.27 to 402.38		70	55
444.39 to 460.00		60	55	402.38 to 402.10		65	55
460.00 to 462.38		60	50	402.10 to 399.60		70	55
462.38 to 462.61 (471.49) (Burbank Jct.)		40	40	399.60 to 398.20		65	55
471.50 crossover		35	35	398.20 to 396.66 (Ventura)		45	45
473.20 crossover		25	25	396.66 to 392.23		70	55
471.49 to 477.33		50	50	392.23 to 391.23		60	55
477.33 to 480.60 (Dayton Tower)		40	40	391.23 to 390.84		50	45
480.60 to 481.67		20	20	390.84 to 387.70		65	55
481.67 to 481.69 (North Main Street)		15	15	387.70 to 387.18		40	40
481.69 to 481.90 (East Bank Jct.)		20	20	387.18 to 372.27		55	55
481.90 to 482.18		15	15	372.27 to 370.70 (Santa Barbara)		20	20
482.18 to 482.80 (Los Angeles)		12	12				

Trains handling cars containing Flammable Compressed Gas (FCG) must not exceed 55 miles per hour. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

Trains handling cars containing Flammable Compressed Gas (FCG) must not exceed 30 MPH between the following mile post locations:

MP 372.27 and MP 382
MP 397 and MP 409
MP 445 and MP 480

Maximum authorized speed for freight trains is 55 MPH except GUWCP, and WCOAF may be authorized by train order to operate at per operative brake as shown on table below.

Number of Cars	Tons Per Operative Brake	Number of Cars	Tons Per Operative Brake
1 to 70	70	106 to 110	62
71 to 75	69	111 to 115	61
76 to 80	68	116 to 120	60
81 to 85	67	121 to 125	58
86 to 90	66	126 to 130	56
91 to 95	65	131 to 135	54
96 to 100	64	136 to 140	52
101 to 105	63	141 to 145	50

FOR SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK REFER TO ITEM 7, PAGE 26.

SPECIAL INSTRUCTIONS—SANTA BARBARA SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 19, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on pages 20 and 21 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY		FREIGHT TRAINS	TERRITORY		FREIGHT TRAINS
MP	MP		MP	MP	
EASTWARD, SURF TO WHITE HILLS:			WESTWARD, WHITE HILLS TO SURF:		
302.91 to 303.31 (junction switch and wye)		10	316.93 to 312.94 (end White Hills Branch)		10
303.31 to 311.00		35	313.25 to 312.30 (end of Lompoc Branch)		10
311.00 to 312.20		10	312.30 to 312.20		5
312.20 to 312.30		5	312.20 to 311.00		10
312.30 to 313.25 (end of Lompoc Branch)		10	311.00 to 303.31		35
312.94 to 316.93 (end of White Hills Branch)		10	303.31 to 302.91 (junction switch gate)		10
EASTWARD, VENTURA JCT. TO CANET:			WESTWARD, CANET TO VENTURA JCT.:		
397.30 to 398.29		10	402.68 to 398.29 (end of Branch)		20
398.29 to 402.68 (end of Branch)		20	398.29 to 397.3		10
EASTWARD, MONTALVO TO SAUGUS:			WESTWARD, SAUGUS TO MONTALVO:		
402.93 to 412.80		30	448.62 to 448.42		20
412.80 to 415.30 (Santa Paula)		15	448.42 to 441.96		30
415.30 to 431.62		30	441.96 to 431.62		25
431.62 to 441.96		25	431.62 to 415.30		30
441.96 to 448.42		30	415.30 to 412.80 (Santa Paula)		15
448.42 to 448.62		20	412.80 to 402.93		30
EASTWARD, CHATSWORTH TO BURBANK VIA VAN NUYS:			WESTWARD, BURBANK TO CHATSWORTH VIA VAN NUYS:		
445.50 to 446.27		25	466.81 to 466.12		25
446.27 to 454.90		30	466.12 to 466.02		10
454.90 to 455.50		20	466.02 to 457.39		25
455.50 to 457.39		30	457.39 to 455.50		30
457.39 to 466.81		25	455.50 to 454.90		20
			454.90 to 446.27		30
			446.27 to 445.50		25

Trains handling cars containing Flammable Compressed Gas (FCG) where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

Trains must not exceed 10 MPH entering Vanowen Street crossing at Canoga Park, MP 449.60.

Trains with class of engine shown below are further restricted between points shown, as follows:

	SANTA PAULA BRANCH				BURBANK BRANCH
	MP 403.30 408.00	MP 411.00 431.48	MP 440.15 443.97	MP 443.97 448.62	MP 446.00 454.50
EF-418, EP-418			20		30
EF-420, EF-418			25		
AS-418			15	25	25
EP-415	25	25	15		

Between Montalvo and Saugus trains operating with SD 45 engines Class EF 636 numbers 8800 to 9343 or with cars in train which exceed 315,000 pounds, must not exceed 20 MPH over structures located as follows:

MP 408.80 East of Saticoy
MP 423.03 West of Fillmore
MP 446.16 East of Newhall Ranch

MP 429.57 West of Buckhorn
MP 432.17 East of Piru

FOR SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK REFER TO ITEM 7, PAGE 26.

SPECIAL INSTRUCTIONS—TERMINAL SUBDIVISION

RULE 7-B. West Colton: Trains or engines before departing or entering yard must contact yardmaster or his representative for permission, unless movement indicator proceed signal is received.

RULE 10-J. Speed signs to left of track:

Eastward	Reading	Westward	Reading
M.P. 501.24	15	MP 490.36	6

Speed signs to right of track, but with one track intervening:
Westward at MP 486.30 reading 10 is to right of drill track and beyond Alameda St.
Westward at MP 488.10 reading 12 is to right of drill track.

RULE 14. On Santa Monica, Hollywood and Alla Branches Trombone Whistle only is to be used, the use of Air Horn is prohibited.
The use of air horn or whistle is prohibited in Huntington Park between Alameda St. and State St., inclusive, except in emergency.

RULE 17. Trains operating on State Street Line, must operate between El Monte and Mission Road Underpass with headlight dimmed.

RULE 17-D. Master circuit breaker for oscillating headlight must be in OFF position on all units when operating on State Street line between El Monte and Mission Road underpass.

RULE 82-A. Trains authorized on Colton Subdivision and operating through West Colton are authorized on Terminal Subdivision and may leave West Colton without obtaining clearance.

Inbound crews deliver train orders to outbound crews at this point.

RULE 83-A. At the following stations only trains indicated will register:

Los Angeles . . . Terminal Tower is a register station for Trains No. 1 & No. 2 or any extra Amtrak passenger train via Alhambra.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Los Angeles . . . Terminal Tower Trains No. 1 or No. 2 or any extra Amtrak passenger train via Alhambra may register by ticket.

RULES 82-A, 83 and 83-A. Extra trains or engines operating in below listed territories must register destination of trip (turning point), and date and time of departure in column captioned "Signals." When trip has been completed, date and time of arrival at initial station of trip must also be entered in column captioned "Signals." Engines en route into these territories must not leave the initial station until it has been ascertained from the train register that all preceding engines via the route to be used have completed their trips and registered time and date of arrival at initial station of trip accordingly:

Territory	Register Location
Baldwin Park Branch:	
Bench-MP 509 (West of San Dimas) . . . Bench	
Azusa Branch:	
Orange Ave. Junction-Azusa Orange Ave. Junction	
Chino Branch:	
Pomona-Chino Pomona	
La Habra Branch:	
Fullerton Junction-Brea Chem Fullerton Junction	
Stanton Branch:	
North Stanton-Huntington Beach North Stanton	
West Santa Ana Branch:	
North Stanton-West Santa Ana North Stanton	

Territory	Register Location
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East Long Beach Branch:
Dominguez Junction-End of Branch . . . Dolores
Alla Branch:
Culver Junction-Inglewood Culver Junction
Santa Monica Branch:
Culver Junction-Santa Monica Culver Junction
West Los Angeles Branch:
Culver Junction-West Hollywood Culver Junction
Flag protection to rear is not required while operating in these territories.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within CTC limits, are established at the following points:

West MP	East MP
471.20 Los Angeles (Burbank Junction to Eastward main)	485.50
471.20 Los Angeles (Burbank Junction to westward main)	482.90
*497.3 Baldwin Park Branch	507.00
471.20 Los Angeles (Santa Ana Branch)	489.99
490.00 Ardmore (Santa Ana Branch)	End of Branch
497.60 Studebaker (Puente Branch)	501.23
509.00 Anaheim (Stanton Branch)	End of Branch
511.00 South Anaheim (Tustin Branch)	End of Branch
486.19 Los Angeles (San Pedro Branch)	489.90
489.91 South Gate (San Pedro Branch)	End of Branch
(Also includes Long Beach Branch)	
485.70 Los Angeles (Clement) (Wilmington Branch)	499.70
490.80 Watts (El Segundo Branch)	501.60
493.00 So. Los Angeles (Torrance Branch)	End of Branch
485.20 Los Angeles (Clement) (Santa Monica Branch)	494.20
490.80 Watts (West Santa Ana Branch)	508.00
487.50 Slauson Junction (La Habra Branch)	505.80
514.30 Los Alamitos Junction (Los Alamitos Branch)	End of Branch
U.P. 10.50 Fullerton Junction (Anaheim Branch) Anaheim U.P.	End of Branch
497.20 Santa Fe Springs (Whittier Branch)	End of Branch

BALDWIN PARK BRANCH

Movements between Bassett and MP 507 (east of Covina, 9.7 miles) shall be made in accordance with Rule 93. Movements between MP 507 and MP 509 shall be made on train order authority only.

SANTA ANA BRANCH

A red marker, red light, or lighted red fusee must be displayed to the rear of caboose or cars from sun down to sun up when movement is made on Santa Ana or Olive Streets in the City of Anaheim.

LA HABRA BRANCH

Through engine movements between Slauson Junction and Los Nietos must not leave either of those two points until ascertained there are no opposing movements. Road switchers must yield to through hauler movements promptly to avoid delay.

All trackage between Colima and Fullerton Junction jointly used by Southern Pacific and Union Pacific Railroads under provisions of Rule 93.

ANAHEIM BRANCH-UPRR

Assigned hours of operation on the UPRR Anaheim Branch from Fullerton Junction to Anaheim are as follows:
SP Crews 12:01 AM to 11:59 AM
UP Crews 12:01 PM to 11:59 PM

If necessary to use main track over UPRR Anaheim Branch during other than assigned hours, movement must be protected by flagman as prescribed by Rule 99.

SPECIAL INSTRUCTIONS—TERMINAL SUBDIVISION

SAN PEDRO BRANCH

Santa Fe crews will arrive and depart from Pier "A," Wilmington and from Ore Dock San Pedro, via Santa Fe connection commencing at McFarland Avenue, using former Southern Pacific siding to switch to West Basin and Pier "A" Yard.

Southern Pacific crews will use Southern Pacific Main Track Avalon Boulevard to Pier "A" Yard and return, unless otherwise directed by the Harbor Belt Line Yardmaster.

Southern Pacific unit trains will use crossover west of Avalon Boulevard to cross over Southern Pacific Main track to Southern Pacific siding, thence to San Pedro.

Harbor Belt Line crews will line switches for Southern Pacific movements.

Control points for movements over Southern Pacific Transportation Company tracks have been established at Long Beach, Dolores, Pier A Wilmington, Sixth Street San Pedro, Stop Board at entrance to Long Beach Branch on Union Pacific Railroad, and Watson Station Santa Fe Railroad.

Before trains or engines depart any of these points to operate over Southern Pacific trackage outside the Harbor Belt Line Inner Zone of Operation, permission must be obtained from Assistant Terminal Superintendent, Long Beach or his representative.

Westward trains via Mission Tower must contact Santa Fe Redondo Tower for clearance before passing 50th Street and must not pass Little Alameda Street until clearance is received.

WILMINGTON BRANCH

Eastward trains to Dolores must contact Dolores before passing 92nd Street.

Eastward trains to La Habra Branch must contact Los Nietos before passing Slauson Junction.

Westward trains to La Habra Branch must contact Los Nietos before passing 92nd Street.

Westward through trains via Mission Tower must contact Santa Fe Redondo Tower for clearance before passing 55th Street and must not pass Amoco until clearance is received.

Los Angeles, Top End of "A" Yard: Revolving red light on post top end of "A" yard when displayed will be indication for westward movement to stop clear of any eastward movement until light is extinguished. Verbal authority must be obtained from top end of "A" yard Yardmaster before entering into "A" yard through crossing to make pickup of cars.

Main Line Tower: Tracks 2 to 10 inclusive, crossover between 30 lead and 40 lead east end "A" Yard and tracks 1 through 8 west end "C" Yard are equipped with electrically controlled switches and switch point indicators. Indicators do not indicate track occupancy, but will display green aspect when switch is in normal position and yellow aspect when switch is in reverse position. When indicator light is not lighted, careful examination of switch must be made before making movement over switch.

Trains or engines entering "A" or "C" units through crossovers MP 479.31 and MP 479.51 must not continue movements on yard leads unless proceed signal received from switchman (green flag by day, green light by night), or engineer orally authorized by switchman, or No. 80 (governing eastward movement), or No. 90 (governing westward movement) displayed by track indicator on top of Switchtender's tower.

Flashing light track indication signs located on top of main line tower MP 479.40 governing movements on yard tracks only in lieu of hand signals or communication with herder in tower. Trains or engines must remain at clear point of yard tracks until flashing white number displayed on indicator and when displayed will be authority for train or engines occupying track designated to proceed.

When zeros are displayed singularly or in multiples on the board on top of Main Line Switchtender's Tower any and all movements on track controlled by the Main Line Switchtender must stop.

Dayton Ave. Tower: Trains or engines stopped by interlocking signal at signal bridges 3, 4 or 6 will, if signal does not clear, call operator on telephone located on signal bridge. Trains entering or leaving east end Links or Bullring must receive proceed signal or verbal authorization.

RULE 93 applies to all trains or engines operating on Harbor Belt Line Railroad.

RULE D-97. Applies between Los Angeles and Alhambra.

RULE 98. The following railroad crossings at grade are not protected by interlocking. Trains and engines operating on the following branches must approach crossing with caution, and may move over crossing without stopping if crossing is clear, and no movement is approaching from either direction.

Branch	Crossing	Location
San Pedro	La Habra Branch . . .	Los Angeles (Alameda St.)
San Pedro	East Long Beach Branch	Dominguez
San Pedro	ATSF	McFarland Ave. (HBL)
San Pedro	West Santa Ana Branch	MP 491.30
Long Beach	ATSF (Texas Co. Spur)	MP 501.90
Baldwin Park—		
	*Upland—AT&SFRy—MP 518.7	
	*Grapeland—AT&SFRy—MP 525.0	
	*Rialto—AT&SFRy MP 534.8	
	*Must not exceed 15 MPH.	

The following railroad crossings at grade are not protected by interlocking. Trains and engines operating on the following branches must stop, and not proceed until it has been ascertained that there are no movements approaching from either direction.

Branch	Crossing	Location
La Habra	San Pedro Branch . . .	Los Angeles (Alameda St.)
E. Long Beach UP Railroad	Cota	
El Segundo	ATSF	Wise Transfer

On above crossings when inclement weather impairs vision, fusees must be displayed not less than 100 feet each side of crossing.

Fruitland: Railroad crossing between Bethlehem Steel and Luria Brothers on Magnolia Drill is protected by STOP SIGNS. Engines operating on Magnolia Drill must stop at stop signs and not proceed until it has been determined that track crossing is clear for movement.

RULE 99. Engines may proceed without train order authority between yard limit signs under protection of flagman as prescribed by Rule 99, as follows:

San Pedro Branch-South Gate MP 489.90 to 489.91.
Santa Ana Branch-Ardmore MP 489.99 to 490.00.

RULE 103-A. Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossing before movement is made:

Location	Crossing
Los Angeles Yard	Wilson Street
Los Angeles Yard	Mateo Street
Los Angeles Yard	Lyon Street
Alhambra	Mission Road (all crossings)
Lynwood	Alameda Street
Marlboro	Grove Avenue
Buena Park	Caballero Ave.
Buena Park	Regio Ave.
Santa Ana	Fourth Street
Costa Mesa	Sunflower Ave.
E. Long Beach	Obispo Avenue

Azusa: Over Todd Ave. on Marmion Lumber Co. spur. Lighted fusees must be placed on each side of track before entering crossing. Movements are confined to daylight hours.

SPECIAL INSTRUCTIONS—TERMINAL SUBDIVISION

Hooper Yard: Protection for traffic must be afforded when switching over 8th Street. Cars must not be left standing on yard tracks between marker stripes painted on rail and 8th Street on east side of 8th Street.

Downey: Woodruff Avenue on Royal Drill Track.

Trainmen must insert switch key in lock box located at STOP sign either side of crossing. This will lower gate for 40 seconds and allow train to occupy crossing. Gates will remain down until train has cleared crossing.

Following crossing protected by gates with control circuits located within short distance of crossing:

Anaheim.....Lincoln Avenue.....MP 508.4
*Alla.....Mindanao Way.....MP 497.7
*Covina.....Citrus Avenue.....MP 504.96

Cars must not be left standing on main track between marker stripes painted on either side of crossings.

*Stop signs installed. Crossing must not be entered until member of crew is satisfied gates are down.

Huntington Beach: Main Street and Garfield Avenue—MP 522.59. Traffic signal pre-emption circuit installed. Stop signs are located approximately twenty-five (25) feet each side of crossing. Movements must stop at stop sign and allow flashing white light mounted on top of signal case to operate twenty (20) seconds before entering crossing.

If flashing white light is not observed, protection to vehicular traffic must be afforded by member of the crew.

RULE 104. The normal position of rigid switches at junction points are as follows:

Firestone Park....Santa Ana Branch, for westward freight lead.
Wilmington (Anaheim Blvd.)....Long Beach Branch, for San Pedro Branch.
Watson.....San Pedro Branch, at end of Wilmington Branch.
MP 489.83.....El Segundo Branch, for Wilmington Branch.
MP 490.10.....West Santa Ana Branch, for Wilmington Branch.
Dominguez.....For San Pedro Branch.
Wilmington (Anaheim Blvd.)....Normal position of switch at junction of Long Beach Branch and San Pedro Branch, MP 501.39 for Long Beach Branch.
97th Street.....For Wilmington Branch.
Watts.....For Wilmington Branch.
Dominguez.....For Wilmington Branch.
South Los Angeles....For Torrance.
Culver City.....For Santa Monica.
West Los Angeles....For Hollywood.
City of Industry....Puente Branch, for connecting track.
West Anaheim....Stanton Branch, for Santa Ana Branch.
South Anaheim....Tustin Branch, for Santa Ana Branch.
Colima.....For La Habra Branch.
Fullerton Junction....For U.P. Anaheim Branch.
North Stanton....For Stanton Branch.
Baldwin Park....For Bassett Branch.
Orange Ave.
Junction.....For Azusa Branch.

Normal position of wye switches:

Location:	Leg of Wye:	For:
City of Industry.....	East.....	Extension track
Studebaker.....	East.....	Puente Branch
Studebaker.....	West.....	Puente Branch
Wilmington (Anaheim Blvd.).....	West.....	Long Beach Branch

City of Industry: Normal alignment of switch at east leg of wye is to extension track.

Cars must not be left on either the east or west leg of wye track or connecting track to UPRR.

City of Industry: One rigid and four variable switches at City of Industry Yard have been equipped with black plate bearing a white letter "N" mounted above switch target. These switches must be returned to normal position after each use and must not be left open for another train or engine unless a member of crew is left in charge. Normal position of these switches will be with the switch target parallel to track.

RULE 221. Terminal Tower Los Angeles is a Train Order Office for Train No. 2 or any extra Amtrak passenger train via Alhambra.

West Colton is train order office for trains originating.

RULE D-251. Will apply on eastward track between Los Angeles and MP 485.55.

RULE 292. Los Angeles Yard: Flashing white lights are located on in and outbound engine leads between the Roundhouse and top end of "A" Yard.

Eastward engines must not proceed east of signal governing movement unless flashing white light is displayed. Engine must be within 250 feet of signal before indication will be displayed.

Roundhouse receiving Tracks Nos. 1 through 3, inclusive, are equipped with electrically controlled switches and switch-point indicators. Indicators do not indicate track occupancy, but will display green aspect when switch is in normal position, and yellow aspect when switch is in reverse position.

When indication is not lighted, careful examination of switch must be made before making movement over switch.

Westward engines must stop within 100 feet of signal located at clear point on outbound engine lead, unless flashing white light is displayed. Switch dividing inbound and outbound engine leads is a spring switch.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Interlocking signals are listed as "P-I." Absolute signals are listed as "P-A."

Eastward Signal	Protection	Westward Signal
4912	Dragging equipment detector, MP 488.5 absolute signal at MP 485.73. Two indication light type indicators installed adjacent to eastward automatic Signal 4912, MP 491.20, San Gabriel Blvd., San Gabriel, and to the right of westward main track and to the left of eastward main track 550 feet east of Valley Blvd., MP 485.91, and designated as dragging equipment indicators. Indicators will display red aspect when actuated by dragging equipment detector and lunar aspect when not actuated by dragging equipment detector. Crew of train stopped by red indicator will inspect their train for dragging equipment and then call dispatcher who will change indicator aspect from red to lunar.	
P-4960	Barricade detector MP 496.3	P-4963
P-A	Spring switch at MP 490.37 (Baldwin Park Branch)	P-5513
P-I	Spring switch, west end track No. 1, Studebaker	P-I
	Spring switch, east end track No. 1, Studebaker	P-I
	Spring switch beginning double track Slauson Junction (La Habra Branch)	P-I
	Spring switch beginning double track Slauson Junction (Wilmington Branch)	P-I

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 505. Los Angeles Yard: Signals 4781 and 4783 top end "A" Yard lead track governs movement through crossing between yard lead and main tracks to westward main track with the current of traffic only.

These signals will remain dark until crossover switches are opened.

Eastward freight trains must not pass signal 4780, top end of "A" Yard unless proceed signal or verbal authorization is received.

SPECIAL INSTRUCTIONS—TERMINAL SUBDIVISION

INTERLOCKING

RULE 605. Dayton Avenue Tower: Limits extend on main tracks from interlocking signal bridge MP 479.31 to signal bridge No. 4, MP 481.44; on yard tracks from interlocking signals located on east end of C Yard 1, 2 and 3, east end of yard leads No. 17 and No. 20 to interlocking signal located at the east end of the Midway bridge; and from interlocking signals located at the west end of C Yard 1 and the east end of A Yard 1 to respective power operated crossover switches to the main track.

Crossovers between MP 479.31 and MP 479.51 equipped with dual control switches. Instructions for operation posted in phone booth.

Bottom unit of interlocking signals on track No. 1 C Yard and track No. 1 A Yard may display lunar aspect. When lunar aspect is displayed train or engine may proceed without stopping at restricted speed within interlocking limits.

Mission Tower: Limits extend on both tracks of East Bank line from interlocking signals located 300 feet west of East Bank Junction switches to westward interlocking signals located on Signal Bridge No. 2; on both tracks of River Station line to interlocking signals located 250 feet west of Naud Junction switch; on Westward Track to interlocking signal located 300 feet east of Taylor Junction and on Eastward Track from switches at MP 482.85 to interlocking signals located 400 feet east of Taylor Junction; East Bank Line to State Street Junction. Located MP 484.94.

Los Nietos-Studebaker: Limits extend on Puente Branch over AT&SFry crossing from westward interlocking signal, MP 504.66 to eastward interlocking signal, MP 501.13 and from westward interlocking signal, MP 499.46 to eastward interlocking signal, MP 497.61. On La Habra Branch limits extend from westward interlocking signal, MP 495.66, to eastward interlocking signal, MP 496.86.

At Studebaker, eastward trains and engines en route Los Nietos will move via Track No. 1 and westward trains and engines en route Studebaker will move via main track.

Main track between MP 498.80 and MP 497.76, Studebaker, is signalled for westward movements only and Track No. 1 which extends from MP 497.76 to MP 498.80 is signalled for eastward movements only. Before making an eastward movement on the main track between these points or before making a westward movement on Track No. 1, permission must first be obtained from operator and such movements must be made not exceeding restricted speed.

Stem of wye switch at Studebaker is a dual control switch and under control of operator. When necessary to hand throw this switch, permission must be obtained from operator and be governed by Rules 771 and 772.

Movements across AT&SFry track, MP 501.70, under control AT&SFry train dispatcher. When interlocking signals display stop indication, member of crew must call AT&SFry train dispatcher for permission to move over crossing. After permission obtained from train dispatcher movement may be made only after flag protection has been provided on AT&SFry tracks on both sides of crossing.

***West Colton:** Limits extend from:

MP 532.43 (Sierra Ave.) to MP 538.70 (Santa Fe Interlocking).
MP 491.80 (Slover) to MP 537.45 (West Colton via West leg of wye.)
MP 491.80 (Slover) to MP 492.39 (via East leg of wye.)

Santa Fe Interlocking: Limits extend eastward on main track and siding from MP 538.60, to westward interlocking signals just east of AT&SF Ry. crossing, MP 538.68.

*Westward Interlocking signals at MP 532.50 (Sierra Ave.) and MP 492.00 (Stem of Wye) are under joint control of West Colton Interlocking and CTC train dispatcher. When necessary to operate in accordance with Rule 663, CTC train dispatcher's authority must also be obtained by interlocking operator before movement can be made.

Taylor Junction: When signal 4841 displays stop indication trains and engines after stopping must contact signal operator at Mission Tower and be governed by his instructions. Between Mission Tower and Dayton Avenue Tower, via East Bank Junction, trains or engines may use main tracks, in either direction, being governed by signal indication.

RULE 512. Semaphore type block indicator (Rule 298, Figure 1) located at clear point Wilmington Branch. Westward engines on Wilmington Branch at Dominguez must stop and operate push button. If block is unoccupied indicator will clear (Rule 298, Figure 3). Movement may proceed.

RULE 535. SPRING DERAILS

Location	Normal Position
River Station.....	Links track.....Derailing
River Station.....	Water Hole track.....Derailing
River Station.....	Bull Ring tracks.....Derailing
River Station.....	Hotel tracks (1 thru 5) (Eastward track).....Derailing

Derails must be lined by hand for eastward movements, and must be immediately restored to derailing position after movement is completed, and under no circumstances may spring derails be left unattended in closed position.

When spring switch or derail is equipped with switch point indicator, indicators do not indicate track occupancy, but will display a green aspect when switch is in normal position. When red aspect is displayed or light is out careful examination of switch must be made before passing over switch.

RULE 538. SPRING SWITCHES

Not equipped with facing point locks:

Location	Normal Position
Pomona.....	Junction, Chino Branch.....Controlled siding
Wilmington Branch	
Slauson Junction.....	MP 487.35.....Westward Main Track
	MP 487.75.....Eastward Main Track
Slauson Junction.....	East leg of Wye.....Wilmington Branch
Florence.....	Nadeau.....Westward Main Track
92nd St. (50 Feet West).....	Westward Main Track
92nd St. West end crossover.....	Wilmington Branch
92nd St. East end crossover.....	Wilmington Branch
Dominguez Junction.....	MP 496.50.....San Pedro Branch
La Habra Branch	
Holmes Ave.....	East end Wye.....For west leg of wye
West Santa Ana Branch	
Watts.....	End double Track.....Westward Main Track
Santa Ana Branch	
Studebaker.....	West Switch No. 1.....Track No. 1
Studebaker.....	East Switch No. 1.....Main Track
San Pedro Branch	
Firestone Park.....	West end.....Track K-1
Firestone Park.....	East end.....Track K-7
South Gate.....	West end engine track.....Main Track
Watson.....	Connection MP 499.98.....San Pedro Branch
Anaheim Blvd.....	Long Beach Branch

Location	Signal Indication	Normal Position
(Long Beach Branch) MP 501.82.....	Green aspect.....	Lined for SP movement
	Yellow aspect.....	Lined for AT&SF movement
	Red aspect.....	Careful examination of switch must be made before passing over.

SPECIAL INSTRUCTIONS—TERMINAL SUBDIVISION

Westward Interlocking Signals at MP 538.68 (Santa Fe Interlocking) are under joint control of Santa Fe Interlocking and West Colton Interlocking. When necessary to operate in accordance with Rule 663, authorization must be obtained from both operators before movement can be made.

Eastward Interlocking Signal at MP 537.29 is a three-unit signal; the top unit governs movements on Main Track; the middle unit governs movements to West Leg of Wye; the bottom unit governs movements to By-Pass Track (951-952).

Eastward Interlocking Signal at MP 537.37 on Track 901 is a three-unit signal; the top unit governs movements on Track 901 to Track 925; the middle unit governs movements through crossover to Main Track; the bottom unit governs movements through crossover to West Leg of Wye.

Westward Interlocking Signal at MP 538.63 is a three-unit signal; the top unit governs movements on Main Track; the middle unit governs movements to By-Pass Track (952); the bottom unit governs movement through crossover to Track 925.

Tustin Branch—South Anaheim and Marlboro: Limits extend from interlocking signal on both sides of crossings of AT&SFry at MP 512.40 to MP 514.50.

Authority for movement within interlocking limits, if signals display stop indication, must be obtained from AT&SFry train dispatcher at San Bernardino by telephone. Power operated derails located 250 feet on either side of crossings at South Anaheim, MP 512.40. Instructions for manual operation posted in telephone compartment of instrument case. Cars must not be left standing on approach circuit located 150 feet in approach to interlocking signals at Marlboro, MP 514.50, while switching interchange track.

RULE 663(b). Mission Tower: Following addition to Rule 663(b) applies at Mission Tower, "Upon receiving oral authority of operator or signal maintainer."

RULE 669. Mission Tower: One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by operator to resume movement.

AUTOMATIC INTERLOCKING

RULE 680. Limits extend to interlocking signals on each side of following crossings:

Branch	Location	Crossing or Jct.
La Habra	***Santa Fe Springs	ATSF Crossing
	Bell	UPRR Crossing
Wilmington	**Slauson Junction	La Habra Branch
	Clement	Alameda Running Track
San Pedro	Thenard	ATSF Crossing
W. Santa Ana	Paramount	UPRR Crossing
Santa Ana	Patata	UPRR Crossing
Baldwin Park	Euclid	ATSF Crossing
	Claremont	
Los Angeles Yard	Clement	Wilmington Branch Crossing
	Slauson Ave.	ATSF Crossing

**Slauson Junction.....ATSF Ry Crossing

Eastward movements from Wilmington to La Habra Branch must stop at aluminum marker post located 20 feet in advance of eastward interlocking signal, wait 20 seconds, then sound horn once to activate signal system. Movement may be conducted when switch reverses, and signal indicates proceed on diverging route.

For thru movements on Wilmington Branch, if signals indicate stop for eastward or westward movement, push button according to instructions posted in push button box.

Westward interlocking signal from La Habra to Wilmington Branch will display a red aspect for movements approaching signal. After approach circuit has been occupied one minute switch will reverse, and signal will display proceed indication.

If westward movement is to be made from either Wilmington Branch or La Habra Branch, and both approach circuits are occupied, operate push button bearing the name of Branch until white light above push button is displayed. After one minute signal will display proceed indication.

***Santa Fe Springs

Switch indicator and derail are located on each side of ATSF Railway tracks. Each derail is a spring derail that can be trailed through. A signal is located at facing point of each derail. When crossing the ATSF Railway and switch indicator shows clear, remove lock on ground stand. The electric lock will release, then line derail and the signal will clear.

If switch indicator is at stop, contact ATSF Railway dispatcher immediately by telephone located at each derail and be governed by his instructions.

If unable to communicate with dispatcher and indicator is at stop, trainmen, after removing lock from derail, must ascertain that no movements are approaching, then place ATSF Railway signals at stop by inserting key in circuit controller at crossing and holding for 10 seconds which places ATSF Railway signals at stop. Within 5½ minutes derail can be reversed and signal should clear. If signal does not clear after 5½ minutes proceed over crossing as provided by Rule 663(c).

The electric lock is equipped with two treadles. Depress upper treadle ONLY to remove lock. Depress lower treadle to unlock operating lever on derail.

RULE 705. HOT BOX DETECTORS

MP	Direction	Location	Location of Recorder
*489.75	D	West	Stoneman
526.76	D	East	Guasti-South Fontana
			West Colton Yard—Crest Lead Carman

*Westward trains at Stoneman must immediately be stopped when white light is observed flashing.

When means of communication is available, member of crew must contact yardmaster at location of recorder to determine location of hot bearing. If location cannot be determined, inspection must be made of all journals. Also, be governed by last paragraph of Items 1 through 5, Rule 705, All Subdivisions.

SCANNER SITES

MP	Type	Direction	Location
504.73	C	East and West	Marne-Walnut
			Refer to Rule 705, All Subdivisions.

RULE 705. LETTER-TYPE INDICATORS

Indicators located as follows:

Eastward "W" Indicator at MP 489.82 applies to Wilmington Branch only.

Eastward "M" indicator with flashing white light at MP 491.23.

Westward "M" Indicator with flashing white light at MP 495.45.

Eastward "M" Indicator with flashing white light at MP 495.77.

Westward "M" Indicator with flashing white light at MP 496.13.

Westward Indicator at MP 495.45 and Eastward Indicator MP 495.77 governs movements from Carson siding only.

Main track "M" indicators displaying an illuminated "M" in top unit and flashing white light in lower unit indicates block clear. If "M" indicators are dark or the letter "W" is illuminated in "W" indicator, engines must stop and member of crew operate push button located at indicator. After 7 minutes for eastward engines or 9 minutes for westward engines, if block is unoccupied indicator will display proceed indication.

Eastward or westward engines in Carson siding before entering main track must operate push button and if block is clear a flashing white light will be displayed in lower unit.

SPECIAL INSTRUCTIONS—TERMINAL SUBDIVISION

Member of crew will then line switch for main track. Illuminated "M" will be displayed.

Crew member of engine occupying approach circuits at above "M" indicator must operate CANCEL push button if through movement not to be made.

If proceed indicators are not displayed after push buttons have been operated, and if it is ascertained by communication or view of track that there are no opposing movements, engines may proceed with caution.

"J" YARD POWER OPERATED SWITCH

To activate J-7 switch, stop within 100 feet east of sound detector located 50 feet east of LA River Bridge, and sound whistle.

When "SP" is displayed in letter type indicator, switch is lined for San Pedro Branch. Lower unit "W" indicates switch lined for Wilmington Branch. White light under indicators will flash when switch is lined and indicator is illuminated.

J-7 switch must be hand operated if automatic feature fails. Switch is "V" type and may be trailed thru.

Flashing white light located at "J-7" switch for Westward movements from San Pedro, Wilmington and Santa Monica Branches and when flashing indicates Westward interlocking signal at Santa Fe Avenue is displaying a proceed indication.

Wilmington Branch: Within letter type indicator limits, where main track hand-operated switches are not provided with block indicators and or crew operated push-button, trains and engines using such switches must occupy main track continuously or leave main track switch open while work is being performed. Such tracks must not be used for meeting or passing of trains.

CENTRALIZED TRAFFIC CONTROL

RULE 760. Limits extend from:

Westward Track MP 488.22 (End double track) Alhambra to MP 482.90 Mission Tower.

Eastward Track MP 485.55 Valley Blvd. to MP 488.22 (End Double Track) Alhambra.

MP 488.22 (End double track) Alhambra to MP 532.43 (West Colton).

MP 484.94 State Street Junction to MP 496.51 (El Monte).

Baldwin Park Branch. Bench: CTC Limits extend between absolute signal and junction switch.

Aurant: At MP 482.90, East end. That portion of drill track 10 feet west of initial switch of crossover from drill track to westward track is also in CTC limits.

Westward track signaled for movements in both directions between MP 482.90 and end of double track 488.22. Eastward track signaled for movements in both directions MP 485.55 and end of double track MP 488.22.

RULE 765. Except when moving on signal indication, yard engines must not occupy westward main track between Taylor Junction for switching movements without authority from train dispatcher. This authority may be obtained from dispatcher by Shops Yardmaster and must be furnished by him to yard crews when performing switching. When switching is completed and yard engine clear of westward main track, yard crews must notify Shops Yardmaster immediately who will release track back to train dispatcher.

RULE 776. Ontario: Movements across UPRR track on spur governed by absolute dwarf type light signals which do not bear plate with letter A. Electrically locked derails 200 feet either side of UPRR main track are controlled by UPRR train dispatcher. If electric lock fails to unlock within three minutes contact UPRR train dispatcher by telephone and be governed by his instructions. Telephone in box at crossing.

Pomona: Movements across UPRR main track on Chino Branch, under control UPRR train dispatcher. Eastward trains to Chino Branch must line initial switch before signal will clear. Westward signal will clear on approach of train. If these signals fail to clear, contact UPRR train dispatcher by telephone and be governed by his instruction. Telephone in box at initial switch and in UPRR CTC house at crossing.

Call-on unit, near junction switch, when flashing white will authorize trains and engines from Chino Branch to enter controlled siding at Pomona, expecting to find siding occupied.

PUENTE BRANCH

Limits extend from absolute signal west of Bartolo, MP 503.60, to absolute signal east of Puente Jct, MP 512.30, and controlled by UPRR train dispatcher.

Trains operating between City of Industry and Los Nietos on Puente Branch must not leave City of Industry or Los Nietos until it has been ascertained that permission has been obtained from UPRR Train Dispatcher. Signal governing movement to UPRR displaying proceed indication, will be an indication that permission has been obtained.

Movements over UPRR crossing, MP 504.50, governed by absolute signals at crossing and controlled by UPRR train dispatcher. UPRR rules apply.

GENERAL REGULATIONS

RULE 825. When trains, engines, or cars are left standing in yards, a sufficient number of hand brakes must be applied on the lower end to properly secure cars.

In addition the following will govern:

Los Angeles:

A Yard	8 brakes
C Yard	6 brakes
Local Yard	3 brakes
Midway	6 brakes
Bull Ring	6 brakes
Cornfield	6 brakes
Aurant	6 brakes

West Colton Yard: When trains or cars are left standing in receiving or departure yard, not less than four hand brakes will be set on descending end.

City of Industry: When cars are left standing on other than bowl tracks east of retarders, a sufficient number of hand brakes must be set on lower end of track to properly secure cars.

In addition following will govern:

A Yd.	less than 50 cars, minimum 5 brakes
	50 cars or more, minimum 8 brakes
C Yd.	less than 50 cars, minimum 4 brakes
	50 cars or more, minimum 6 brakes

Irwindale: 6 hand brakes must be set on lower end.

Pomona: Hazel Atlas Glass Company tracks have rail skids to prevent cars from rolling out. Crews must remove clamps before switching these tracks, and replace after switching.

El Segundo—Wise Transfer.....6 brakes
Dolores.....4 brakes

Long Beach Storage Yard Long Beach tracks 4, 5, and 6 on Berth 212.....6 brakes

When fewer cars are left standing than meet hand brake requirements, all hand brakes must be securely applied.

Brake on cabooses on rear of train must be set, but will not be included in the above count.

SPECIAL INSTRUCTIONS—TERMINAL SUBDIVISION

When necessary to release hand brakes to move a portion of the cars the same number of hand brakes must be set on remaining cars.

Brake on cabooses on rear of train must be set, but will not be included in the above count.

Conductor and/or engineer will be held responsible for compliance with the above.

Portable rail skids are hung on post at following locations:

Pomona—west end.

Refer Rule 825 All Subdivisions.

RULE 827. Trains handling loaded Flammable Compressed Gas (FCG) in tank cars must be given careful inspection at all points where train inspection is made.

Westward trains handling cars containing Flammable Compressed Gas (FCG) must stop and inspect entire train at the following location: MP 516

Dragging and/or derailed equipment detector and indicator installed at the following locations:

MP	Location
496.6	El Monte and Bassett
505.3	Between Marne and Walnut
510.2	Between Walnut and Spadra

State Street Line:

MP 486.4	State Street
MP 487.4	State Street-El Monte
MP 494.8	State Street-El Monte

Refer to Rule 827, All Subdivisions.

RULE 837. Switching movements must be made with air brakes cut in on all cars and cars must not be detached while in motion except when allowing caboose to roll against train on descending grade, at following locations:

Lincoln Park Spur—State Street Line

Wise Transfer: All tracks.

El Segundo—Standard Oil: Cars must not be cut off in motion at any time.

Fullerton—Hunts Food Spur.

Long Beach: 1. Across bridge at 3rd Street.
2. All ore loads.

ALLA: Flat cars 75 feet or longer must not be handled more than one at a time around curve of wye.

AIR BRAKE RULES

RULE 24-E. Will apply to trains arriving in Los Angeles "A" Unit, "C" Unit and Shops.

MISCELLANEOUS

1. The main tracks between Los Angeles Yard and El Monte are designated:

Alhambra Line:

El Monte to Los Angeles Yard via Alhambra.

State Street Line:

El Monte to East Bank Jct. via State Street.

2. Movements on Alameda St., Los Angeles, subject to city traffic signals when in operation.

3. South Gate—General Motors: Derails in tracks equipped, must be returned to derailing position when switching completed.

4. South Gate—Earle M. Jorgensen Co.: Bays No. 6 and No. 7, Spur No. 3, have warning bells located at entrance. Be governed by instructions posted.

5. Fruitland: Bethlehem Pacific Steel Vernon Plant: Stop must be made on all tracks before entering buildings and trainmen must not ride on top of cars inside of buildings.

6. Southern Pacific employees using UPRR or ATSF railroad tracks will have in their possession while on duty copy of current booklet containing information pertaining to Operating Rules of these railroads.

7. That part of Page 19 of the booklet containing information for the guidance of Southern Pacific employees in conjunction with their operation over Union Pacific and Santa Fe tracks is amended to read:

AT&SF Ry

Movements over AT&SF tracks will be governed by Southern Pacific Rules except the following AT&SF rules will apply:

On territories where Rule 251 and 261 of the AT&SF Railroad are in effect block signals equipped with number plates will be converted to "Permissive Signals" by installing on the signal mast a triangular yellow plate with black letter "P" painted on the plate.

Where the letter "P" appears on the mast of a signal, with arm in horizontal position or a red light displayed the name of such signal is a "Permissive Signal" and its indication is "Proceed at Restricted Speed."

When so displayed, trains may, without stopping, pass such signal at restricted speed and proceed at restricted speed to next governing signal.

Rule 658 of the AT&SF Rules Operating Department 1966, amended as follows:

When absolute block is established in advance of a train, such train must not pass a "Permissive Signal" or a signal in "STOP" position unless authorized to do so by the train dispatcher; except to leave the main track through a switch immediately beyond the signal. A train authorized to pass a "Permissive Signal" or a signal in "STOP" position must proceed at restricted speed to next governing signal.

8. Kaiser. Lead track from north line of Colton Ave., jointly used by SP and Kaiser Co.; the tracks within Kaiser plant jointly used by SP, AT&SF, and Kaiser Co., and nine tracks within Kaiser plant jointly used by SP and Kaiser Co. SP crews must not go beyond a point 250 feet east of easterly lead switch (connection with AT&SF) in "X" yard, or 200 feet east of crossover 222 at ore dump. All movements must be made with caution. Derails must be left in derailing position while switching at Kaiser plant, and secured in derailing position when leaving plant. Hand brakes must be secured on at least four cars on lower end when setting out on Kaiser plant tracks. When picking up cars at least four hand brakes must be secured on lower end of cut remaining in the track. If four cars or less, secure all hand brakes. Air must be coupled and in use through entire cut of cars when moving to or from Kaiser plant, and air brake test must be made as prescribed in Air Brake Rule 24-F.

Before coupling air hose on cars within Kaiser plant, engine must be placed against cars on track to be picked up and to rear of cut, to prevent Kaiser or AT&SF Railway crews from switching or dropping cars against cut being handled by SP crews.

SPECIAL INSTRUCTIONS—TERMINAL SUBDIVISION

9. LOAD LIMIT (car and contents):

Los Angeles-West Colton	
**Los Angeles-West Colton	263,000 pounds
*West Colton-City of Industry	279,000 pounds
Chino Branch	251,000 pounds
***Baldwin Park Branch	263,000 pounds

Wilmington Branch

*Los Angeles (J Yard) Watson	230,000 pounds
East Long Beach Branch	245,000 pounds
**El Segundo Branch	197,000 pounds

Torrance Branch

**South Los Angeles-Torrance	197,000 pounds
Torrance-Harbor City	197,000 pounds
Santa Monica-West Los Angeles	200,000 pounds

San Pedro Branch

*Los Angeles-San Pedro	240,000 pounds
*Long Beach Branch	315,000 pounds
Daisy Ave. Drill Track	263,000 pounds
Alla-Inglewood Branch	170,000 pounds

Santa Ana Branch

Firestone Park-Dyer	240,000 pounds
**Anaheim to Studebaker	240,000 pounds
Dyer-Costa Mesa	230,000 pounds
*Puente Branch	279,000 pounds

Stanton Branch

**W. Anaheim-North Stanton	240,000 pounds
North Stanton-Huntington Beach	200,000 pounds
Tustin-Los Alamitos Branches	240,000 pounds

West Santa Ana Branch

**Watts to North Stanton	260,000 pounds
North Stanton to W. Santa Ana	156,000 pounds

La Habra Branch

*Slauson Junction-Los Nietos	230,000 pounds
**Los Nietos-Brea Chem	230,000 pounds
Whittier Branch	240,000 pounds

*Ore, when consisting of cars in series SP 345000 to SP 345669, may be handled not to exceed 279,000 pounds.

**Refer to Item (R), Page 21, All Subdivisions.

***Trains handling cars in excess of 196,000 pounds gross weight on rail, but not exceeding 263,000 pounds gross weight on the Baldwin Park Branch, must not exceed 10 MPH when these cars are moving over structure at MP 520.76, Foothill Blvd. underpass at Upland, and structure at MP 530.60, Foothill Blvd. underpass at Fontana.

Unless authorized by Superintendent, heavier loads must not be handled.

10. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
480.70	Dayton Ave., Overhead crossing	Overhead
481.72	River Station, Overhead crossing	Overhead
482.60	Los Angeles... 2nd crossing, L.A. River Bridge	Overhead and Side
492.64	Patata, L.A. River Bridge	Overhead and Side
514.00	East of South Anaheim, Santa Ana River Bridge	Overhead and Side
501.61	(E. Long Beach Branch) Orange and Hill Overpass	Overhead
514.10	West Santa Ana, Santa Ana River Bridge	Overhead and Side

11. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, crossovers, turnouts and slip switches	10
Controlled sidings, turnouts and crossovers	25
River Station and Mission Tower	10
On balloon track connecting Los Nietos, between Puente and La Habra branches	15
Harbor Belt Line RR—	15
Except:	
Pedro Main—DiCarlos lead switch to Ore Dock	10
Long Beach Harbor:	
All Tracks East of 7th St. MP 504.07	15
West Colton	15
Except:	
Track 100 MP 530.50 to 532.43	25
By-Pass Track 951—952 MP 537.29 to 538.1	25

Los Angeles: Following maximum speed for trains and engines while on UPRR tracks (East Bank line) must not be exceeded:

Location	Passenger trains	All other trains
Pasadena Junction to First St.	15	15
First St. to Ninth St. Junction	50	25
Ninth St. Junction to Downey Road	25	20

12. Track auxiliary to main track, 5912 feet in length, located north of main track between State Street and State Street Junction, is in service.

Trains or engines using this track must proceed with caution not exceeding ten (10) miles per hour.

East switch and absolute signal controlled by CTC dispatcher Los Angeles.

Crossover leading from main track to auxiliary track equipped with electric switch locks.

All switches leading from auxiliary track must be left lined and locked for auxiliary track.

SPECIAL INSTRUCTIONS—TERMINAL SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 19, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT AND OTHER MAXIMUM SPEEDS** appearing on pages 20 and 21 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY		PASSENGER TRAINS	FREIGHT	TERRITORY		PASSENGER TRAINS	FREIGHT
MP	MP	1	2	MP	MP	1	2
EASTWARD LOS ANGELES TO WEST COLTON:				WESTWARD, WEST COLTON TO LOS ANGELES:			
Los Angeles to Mission Tower		12	12	532.43 to 523.40		70	55
Mission Tower to 484.05		15	15	523.40 to 514.80		65	55
484.05 to 485.80 (Valley Blvd.)		25	25	514.80 to 507.80		65	50
485.80 to 488.22 (Alhambra)		40	40	507.80 to 491.33		65	55
488.22 to 488.23 (Through turnout)		35	35	491.33 to 489.89 (San Gabriel)		30	30
488.23 to 489.89 (Alhambra)		40	40	489.89 to 485.80 (Alhambra)		40	40
489.89 to 491.33 (San Gabriel)		30	30	488.23 to 488.22 (Through turnout)		35	35
491.33 to 523.40		65	55	485.80 to 484.05 (Valley Blvd.)		20	20
523.40 to 532.43		70	55	484.05 to Mission Tower		15	15
EASTWARD, LOS ANGELES YARD TO TAYLOR JUNCTION:				WESTWARD, TAYLOR JUNCTION TO LOS ANGELES YARD:			
478.50 to 480.60 (Dayton Ave. Tower)		40		482.80 to 481.90 (Taylor Junction)		15	15
480.60 to 481.67		20	40	481.90 to 481.69 (East Bank Junction)		20	20
481.67 to 481.69 (North Main Street)		15	20	481.69 to 481.67 (North Main Street)		15	15
481.69 to 481.90 (East Bank Junction)		20	15	481.67 to 480.60		20	20
481.90 to 482.80 (Taylor Junction)		15	15	480.60 to 478.50 (L.A. Yard)		40	40
EASTWARD, LOS ANGELES YARD TO EL MONTE VIA STATE STREET LINE:				WESTWARD, EL MONTE TO LOS ANGELES YARD VIA STATE STREET LINE:			
484.89 to 485.38		25	25	496.46 to 495.34		30	30
485.38 to 495.34		40	40	495.34 to 485.38		40	40
495.34 to 496.46		30	30	485.38 to 484.89		25	25

Trains handling cars containing Flammable Compressed Gas (FCG) must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

BETWEEN WEST COLTON AND ALHAMBRA:

Trains handling cars containing Flammable Compressed Gas (FCG) must not exceed 30 MPH between the following mile post locations:

MP 485.8 and MP 505
MP 512 and MP 516
MP 530 and MP 535.7

Maximum authorized speed for freight trains is 55 MPH except as follows:

- BSMFF, APLAA, APLAB, GSLAF and PBLAF are authorized to operate at Column One speeds provided train contains no restricted cars or empties except cabooses and does not exceed 80 tons per operative brake and 120 cars.
- LAEST, PBLAY, GUWCP, LAPXT, SCLAY, WCOAF and TPLAY may be authorized by train order to operate at Column One speeds not to exceed 65 MPH provided train contains no restricted cars or empties except cabooses and does not exceed 80 tons per operative brake and 120 cars.

CHINO BRANCH				CHINO BRANCH			
EASTWARD, POMONA TO CHINO:				WESTWARD, CHINO TO POMONA:			
514.3 to 518.8		20		520.3 to 518.8		15	
518.8 to 520.3		15		518.8 to 514.3		20	
BALDWIN PARK BRANCH				BALDWIN PARK BRANCH			
EASTWARD, BASSETT TO BENCH:				WESTWARD, BENCH TO BASSETT:			
497.30 to 501.40		20		537.81 to 535.00		25	
501.40 to 508.40		25		535.00 to 522.50		30	
508.40 to 511.90		30		522.50 to 522.00		25	
511.90 to 512.12 (La Verne Curve)		15		522.00 to 519.12 (Third Avenue Upland)		30	
512.12 to 515.60		20		519.12 to 518.89 (Euclid Avenue)		10	
515.60 to 518.89 (Euclid Avenue)		30		518.89 to 515.60		30	
518.89 to 519.12 (Third Avenue Upland)		10		515.60 to 512.12		20	
519.12 to 522.00		30		512.12 to 511.90 (La Verne Curve)		10	
522.00 to 522.50		25		511.90 to 508.40		30	
522.50 to 535.00		30		508.40 to 501.40		25	
535.00 to 537.81		25		501.40 to 497.30		20	
AZUSA BRANCH				AZUSA BRANCH			
EASTWARD, ORANGE AVE. JCT. TO AZUSA:				WESTWARD, AZUSA TO ORANGE AVE. JCT.:			
501.94 to 507.19		20		507.19 to 501.94		20	

FOR SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK REFER TO ITEM 11, PAGE 37.

SPECIAL INSTRUCTIONS—TERMINAL SUBDIVISION

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All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY		FREIGHT	TERRITORY		FREIGHT
MP	MP		MP	MP	
EASTWARD, DAYTON AVE. TOWER TO WILMINGTON (ANAHEIM BLVD.):			WESTWARD, WILMINGTON (ANAHEIM BLVD.) TO DAYTON AVE. TOWER:		
480.65 to 485.55 (along or across streets)		10	#501.40 to 493.30		20
485.55 to 487.25 (along or across streets)		12	493.30 to 489.10		30
487.25 to 487.39 (interlocking)		10	489.10 to 487.39		15
487.39 to 489.10		15	487.39 to 487.25 (interlocking)		10
489.10 to 493.30		30	487.25 to 485.55 (along or across streets)		12
#493.30 to 501.40		20	485.55 to 480.65 (along or across streets)		10
EASTWARD, WILMINGTON (ANAHEIM BLVD.) TO LONG BEACH:			WESTWARD, LONG BEACH TO WILMINGTON (ANAHEIM BLVD.):		
501.31 to 502.32		15	503.59 to 502.40		15
502.32 to 502.40		10	502.40 to 502.32		10
502.40 to 503.59		15	502.32 to 501.31		15
EASTWARD, FIRESTONE PARK TO COSTA MESA:			WESTWARD, COSTA MESA TO FIRESTONE PARK:		
489.10 to 491.92		30	524.06 to 519.40		20
491.92 to 492.00 (interlocking)		20	519.40 to 517.40		30
492.00 to 509.00		30	517.40 to 516.39		15
509.00 to 512.00		15	516.39 to 512.00		30
512.00 to 516.39		30	512.00 to 509.00		15
516.39 to 517.40		15	509.00 to 492.00		30
517.40 to 519.40		30	492.00 to 491.92 (interlocking)		20
519.40 to 524.06		20	491.92 to 489.10		30
EASTWARD, WEST ANAHEIM TO HUNTINGTON BEACH:			WESTWARD, HUNTINGTON BEACH TO WEST ANAHEIM:		
509.00 to 513.60		30	524.50 to 522.84		25
513.60 to 513.97		15	522.84 to 513.97		30
513.97 to 522.84		30	513.97 to 513.60		15
522.84 to 524.50		25	513.60 to 509.00		30
EASTWARD, SOUTH ANAHEIM TO TUSTIN:			WESTWARD, TUSTIN TO SOUTH ANAHEIM:		
511.90 to 512.22		20	516.70 to 514.91		20
512.22 to 512.60 (crossing)		15	514.91 to 514.53 (crossing)		15
512.60 to 514.53		20	514.53 to 512.60		20
514.53 to 514.91 (crossing)		15	512.60 to 512.22 (crossing)		15
514.91 to 516.70		20	512.22 to 511.90		20
EASTWARD, STUDEBAKER TO CITY OF INDUSTRY:			WESTWARD, CITY OF INDUSTRY TO STUDEBAKER:		
497.57 to 497.75		10	512.66 to 511.48		20
497.75 to 500.00		30	511.48 to 504.98 (UPRR)		#
500.00 to 501.27		15	504.98 to 504.93 (through switches)		20
501.27 to 504.93		30	504.93 to 501.27		30
504.93 to 504.98 (through switches)		20	501.27 to 500.00		15
504.98 to 511.48 (UPRR)		#	500.00 to 497.75		30
511.48 to 512.66		20	497.75 to 497.57		10

Trains handling cars containing Flammable Compressed Gas (FCG) where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

#Trains must not exceed 20 MPH through junction switches UPRR tracks. Speed on UPRR tracks governed by UPRR rules, special rules and instructions.

#Trains or engines must not exceed 5 MPH westward over Carson Street MP 498.63 on Yard Track PB 9.

Trains with class of engine shown are further restricted between points shown below as follows:

CLASS OF ENGINE	CHINO BRANCH	SANTA ANA BRANCH			STANTON	TUSTIN BRANCH		
	MP 519.95 520.30	MP 489.10 491.80	MP 497.67 503.43	MP 503.43 517.39		MP 515.00 516.69	MP 517.70 518.92	MP 519.22 519.77
ES-410, FS-412, AS-410								15
EF-418, EP-418								10
AS-418	15	20	15	25	25	15	15	10

FOR SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK REFER TO ITEM 11, PAGE 37.

SPECIAL INSTRUCTIONS—TERMINAL SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 19, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT AND OTHER MAXIMUM SPEEDS** appearing on pages 20 and 21 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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TERRITORY		FREIGHT	TERRITORY		FREIGHT
MP	MP		MP	MP	
WILMINGTON BRANCH			WILMINGTON BRANCH		
EASTWARD, EIGHTH ST. TO DOMINGUEZ:			WESTWARD, DOMINGUEZ TO EIGHTH ST.:		
484.70 to 486.00 (Santa Barbara Avenue)		10	496.52 to 496.50 (Alameda Street)		20
486.00 to 487.92 (Gage Avenue)		20	496.50 to 494.58 (Alondra Boulevard)		30
487.92 to 490.60 (103rd Street)		25	494.58 to 494.08 (Compton Boulevard)		15
490.60 to 493.56 (Rosecrans)		30	494.08 to 494.07 (Compton Boulevard)		10
493.56 to 494.07 (Compton Avenue)		25	494.07 to 493.56 (Rosecrans Boulevard)		25
494.07 to 494.08 (Compton Avenue)		10	493.56 to 490.60 (103rd Street)		30
494.08 to 494.58 (Alondra Boulevard)		15	*490.60 to 487.92 (Gage Avenue)		25
494.58 to 496.50		30	487.92 to 486.00 (Santa Barbara Avenue)		20
496.50 to 496.52 (Alameda Street)		20	486.00 to 484.70		10
ORE TRAINS ONLY, OVER THE FOLLOWING BRIDGES:			* No westward movements may be allowed on this bridge until ore train has cleared the bridge.		
489.43 (*Firestone Bridge)		15			
495.21 (Compton Creek Bridge)		15			
EAST LONG BEACH BRANCH			EAST LONG BEACH BRANCH		
EASTWARD, DOMINGUEZ TO EAST LONG BEACH:			WESTWARD, EAST LONG BEACH TO DOMINGUEZ:		
496.50 to 496.62 (Santa Fe Avenue)		15	503.00 to 500.50 (North Long Beach)		20
496.62 to 500.50 (North Long Beach)		25	500.50 to 496.62 (Santa Fe Avenue)		25
500.50 to 503.00		20	496.62 to 496.50		15
497.59 STOP before crossing Del Amo Boulevard			497.59 STOP before crossing Del Amo Boulevard		
EL SEGUNDO BRANCH			EL SEGUNDO BRANCH		
EASTWARD, WATTS TO EL SEGUNDO:			WESTWARD, EL SEGUNDO TO WATTS:		
489.92 to 491.75		20	501.73 to 498.02		20
491.75 to 493.05		25	498.02 to 493.13		15
493.05 to 493.13		10	493.13 to 493.05		10
493.13 to 498.02		15	493.05 to 491.75		25
498.02 to 501.73		20	491.75 to 489.92		20
TORRANCE BRANCH			TORRANCE BRANCH		
EASTWARD, SOUTH LOS ANGELES TO HARBOR CITY:			WESTWARD, HARBOR CITY TO SOUTH LOS ANGELES:		
493.00 to 493.12 (Broadway)		10	502.88 to 501.00		20
493.12 to 493.75		20	501.00 to 500.55 (Curves at Torrance Station)		15
493.75 to 495.17		30	500.55 to 497.41		25
495.17 to 495.32 (Curve South of Rosecrans)		15	497.41 to 496.92		20
495.32 to 495.86		20	496.92 to 496.76 (Curves N. & S. of Gardena Boulevard)		10
495.86 to 495.94 (Curve at Vermont Avenue)		10	496.76 to 495.94		15
495.94 to 496.76		15	495.94 to 495.86 (Curve at Vermont Avenue)		10
496.76 to 496.92 (Curve N. & S. of Gardena Boulevard)		20	495.86 to 495.32		20
496.92 to 497.41		25	495.32 to 495.17 (Curve South of Rosecrans)		15
497.41 to 500.55		15	495.17 to 493.75		30
500.55 to 501.00 (Curves at Torrance Station)		20	493.75 to 493.12		20
501.00 to 502.88			493.12 to 493.00		10
SANTA MONICA BRANCH			SANTA MONICA BRANCH		
EASTWARD, LOS ANGELES ("J" YARD) TO SANTA MONICA:			WESTWARD, SANTA MONICA TO LOS ANGELES ("J" YARD):		
485.70 to 487.95		10	499.59 to 487.95		20
487.95 to 499.59 (19th Street)		20	487.95 to 485.70		10
WEST LOS ANGELES BRANCH			WEST LOS ANGELES BRANCH		
EASTWARD, TALAMANTES TO HOLLYWOOD:			WESTWARD, HOLLYWOOD TO TALAMANTES:		
496.80 to 498.10		10	501.62 to 500.63		10
498.10 to 500.63		20	500.63 to 498.10		20
500.63 to 501.62		10	498.10 to 496.80		10
ALLA BRANCH			ALLA BRANCH		
EASTWARD, CULVER JUNCTION TO VENICE:			WESTWARD, VENICE TO CULVER JUNCTION:		
494.20 to 494.45 (Venice Boulevard)		10	495.40 to 498.17		15
494.45 to 495.81 (Elenda Street)		15	498.17 to 495.81		20
495.81 to 498.17		20	495.81 to 494.45		15
498.17 to 495.40 (Venice)		15	494.45 to 494.20		10

Trains handling cars containing Flammable Compressed Gas (FCG) when moving at 25 MPH, train

Trains handling cars containing Flammable Compressed Gas (FCG) where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.
FOR SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK REFER TO ITEM 11, PAGE 37.

SPECIAL INSTRUCTIONS—TERMINAL SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 19, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT AND OTHER MAXIMUM SPEEDS** appearing on pages 20 and 21 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY		FREIGHT	TERRITORY		FREIGHT
MP	MP		MP	MP	
INGLEWOOD BRANCH EASTWARD, ALLA TO INGLEWOOD: 498.10 to 502.30			INGLEWOOD BRANCH WESTWARD, INGLEWOOD TO ALLA: 502.30 to 498.10		
WEST SANTA ANA BRANCH EASTWARD, WATTS TO WEST SANTA ANA: 490.70 to 491.91 491.91 to 491.93 (Alameda Street) 491.93 to 495.60 495.60 to 496.20 (interlocking) 496.20 to 498.54 (Bellflower Boulevard) 498.54 to 511.19 511.19 to 511.88 511.88 to 514.33 514.33 to 514.96			WEST SANTA ANA BRANCH WESTWARD, WEST SANTA ANA TO WATTS: 514.96 to 514.33 514.33 to 511.88 511.88 to 511.19 511.19 to 498.54 (Bellflower Boulevard) 498.54 to 496.20 496.20 to 495.60 (interlocking) 495.60 to 491.93 491.93 to 491.91 (Alameda Street) 491.91 to 490.70		
LA HABRA BRANCH EASTWARD, SLAUSON JCT. TO BREA CHEM: 487.07 to 489.51 (Maywood Avenue) 489.51 to 496.55 (Pioneer Boulevard) 496.55 to 497.28 (Norwalk Boulevard) 497.28 to 509.60			LA HABRA BRANCH WESTWARD, BREA CHEM TO SLAUSON JCT.: 509.60 to 497.28 (Norwalk Boulevard) 497.28 to 496.55 (Pioneer Boulevard) 496.55 to 489.51 (Maywood Avenue) 489.51 to 487.07 (Holmes Avenue)		
ORE TRAINS ONLY OVER THE FOLLOWING BRIDGES: 491.39 to 491.49 (Los Angeles River) 494.25 to 494.31 (Rio Hondo River) 496.39 to 496.47 (San Gabriel River)			ORE TRAINS ONLY OVER THE FOLLOWING BRIDGES: 496.47 to 496.39 (San Gabriel River) 494.31 to 494.25 (Rio Hondo River) 491.49 to 491.39 (Los Angeles River)		
WHITTIER BRANCH EASTWARD, SANTA FE SPRINGS TO WHITTIER: 497.30 to 499.27 (Whittier Boulevard) 499.27 to 499.50			WHITTIER BRANCH WESTWARD, WHITTIER TO SANTA FE SPRINGS: 499.50 to 499.27 (Whittier Boulevard) 499.27 to 497.30		
LOS ALAMITOS BRANCH EASTWARD, LOS ALAMITOS JUNCTION TO LOS ALAMITOS: 514.30 to 518.10			LOS ALAMITOS BRANCH WESTWARD, LOS ALAMITOS TO LOS ALAMITOS JUNCTION 518.10 to 514.30		

Trains handling cars containing Flammable Compressed Gas (FCG) where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

FOR SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK REFER TO ITEM 11, PAGE 37.

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

RULE 4-B. That portion of the Colton Subdivision between West Colton and Palmdale will be dispatched by the Chief Train Dispatcher at Bakersfield and train orders and messages will be issued over the initials of the Chief Train Dispatcher at Bakersfield.

RULE 7-B. Yuma: Trains must not enter or depart Yard unless a proceed signal is received, green flag by day, green light by night, or engineer is orally authorized by yardmaster or his representative.

West Colton: Trains or engines before departing or entering yard must contact yardmaster or his representative for permission, unless movement indicator proceed signal is received.

RULE 10-J. Speed signs to left of track:

Eastward	Reading	Westward	Reading
546.20	40 No. 2 track	542.00	30
548.24	25 No. 1 track	556.82	45—25
554.82	40	565.30	50—25
563.30	50	565.35	25
574.58	50—25	587.00	45
618.75	45—25	591.00	55
727.00	70—55	600.50	55
730.10	55	729.00	50
733.01	15		
	55		

RULE 26. West Colton: Fixed blue flag reading "MEN AT WORK" and Signal Indicators are located between rails at both ends of tracks 101 through 108, 151 through 158 in the receiving yard, tracks numbered 501, 502, 411 through 415, 435 through 438 in the departure yard, tracks 201, 202, 203, 211, 212, 213, 214, 235, 236, 237 and 238 in the classification yard.

When a fixed blue flag is displayed in conjunction with a signal indicator be governed as follows:

Signal Aspect	Signal Indication
Yellow.....	Blue flag will be considered in a non-governing position.
Blue.....	Blue flag will be considered in a governing position. Respect Rule 26.
Dark.....	In the absence of both blue and yellow lights in indicator fixed blue flag must be respected in accordance with Rule 26.

RULE 82-A. Trains authorized on Terminal Subdivision and operating through West Colton are authorized on Colton Subdivision and may leave West Colton without obtaining clearance.

Inbound crews deliver train orders to outbound crews at this point.

Indio: Trains originating at Indio and making turn at Coachella, Thermal, Mecca or Ferrum and making a second trip, are thereby authorized without obtaining clearance.

Trains originating at Indio or Yuma and making turn at El Centro are thereby authorized to leave El Centro without obtaining a clearance.

RULES 82-A, 83, and 83-A. Extra trains or engines operating in below listed territories must register destination of trip (turning point), and date and time of departure in column captioned "Signals." When trip has been completed, date and time of arrival at initial station of trip must also be entered in column captioned "Signals." Extra Trains or Engines en route into these territories must not leave the initial station until it has been ascertained from the train register that all preceding Extra Trains or Engines via the route to be used have completed their trips and registered time and date of arrival at initial station of trip accordingly.

Territory Register Location

Riverside Branch:	
Colton-MP 538.95-Riverside Junction . . .	MP 540.4-Santa Ana River
Redlands Branch:	
Bryn Mawr-Crafton	Bryn Mawr
Calexico Branch:	
MP 705-Calexico	El Centro
Sandia Branch:	
Holtville-End of Branch	Holtville

Flag protection is not required while operating in these territories.

RULE 83-A. At the following stations only trains indicated will register:

Indio Trains originating and terminating

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within CTC limits, are established at the following points:

West MP	East MP
532.43	Sierra Ave., West Colton 538.70
	(Santa Fe Interlocking)
539.00	Colton (San Bernardino Branch) End of Branch
609.73	Indio 618.41
732.50	Yuma 737.40
	Yuma (Yuma Valley Railroad) End of Branch
674.52	Calipatria (Calexico Branch) 705.00
713.70	Sandia Branch (Holtville) 703.50

RULE D-97 applies between MP 609.74, Indio and MP 618.41, Thermal, and between end of CTC, MP 732.45, Yuma, and Subway, MP 734.26.

RULE 98. Stop clear of following crossings and send flagman ahead, who must ascertain that no movement approaching on intersecting line before giving signal to proceed:

San Bernardino—"E" St.—AT&SFRy—MP 541.8

RULE 99-A. Flag protection to the rear is not required for trains or engines standing on No. 1 or No. 2 track between Santa Fe Interlocking and Redlands crossover MP 545.20.

RULE 103-A. Automatic crossing gates:

Following crossings protected by gates with control circuits located within short distance of crossings.

Riverside: Crossing bells located at Seventh and Ninth Streets are manually controlled with switches located on the bells.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

Redlands 2nd St. (Over Orange St.
(Over Fourth St.

Indio—Over highway on California Date Growers Assn. spur.

El Centro—Over Commercial Ave. and Second Ave. on No. 70 drill.

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 505. Araz: When signals 7304 or 7306, located west of Winterhaven crossing display stop indication, train, after stopping must not proceed unless authorized by train dispatcher or signal displays other than stop indication.

Yuma: Main tracks between MP 734.26 and MP 737.50 are designated as follows:

No. 1 Track—To north.
No. 2 Track—To south.

Between MP 734.26 and MP 737.50 trains or engines may use main tracks in either direction, being governed by signal indication.

Signal 7333 governs westward movements through crossover to main tracks only and will remain dark until crossover switch is open.

Westward signal adjacent to Track No. 2, MP 734.32, will display red aspect only as per Rule 290, Fig. I. Trains and engines will be governed by yardmaster's instructions before passing this signal.

RULE 538. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows:

Location Normal Position

*Yuma. West leg of wye from running track. West leg of wye
East leg of wye from running track. Running track
Tail end of wye. West leg of wye
East end Roundhouse Track No. 1. East leg of wye
West end Roundhouse Track No. 1. Roundhouse
Track No. 1

*All engines to diesel facilities will use west leg of wye into roundhouse service track.

Spring switches equipped with facing point locks are located as follows:

Location Normal Position

Slover. West end siding at MP 490.37. Main Track
Yuma. East end bridge. Eastward Track
East Yard. East end of crossover from
running track to Track
No. 2. Track No. 2

INTERLOCKING

RULE 605. *West Colton: Limits extend from:

MP 532.43 (Sierra Ave.) to MP 538.70 (Santa Fe Interlocking).
MP 491.80 (Slover) to MP 537.45 (West Colton via West leg of wye.)
MP 491.80 (Slover) to MP 492.39 (via East leg of wye.)

*Westward Interlocking signals at MP 532.50 (Sierra Ave.) and MP 492.00 (Stem of Wye) are under joint control of West Colton Interlocking and CTC dispatcher. When necessary to operate in accordance with Rule 663, CTC dispatcher's authority must also be obtained by Interlocking operator before movement can be made.

Eastward interlocking signal at MP 537.29 is a three-unit signal; the top unit governs movements on main track; the middle unit governs movements to west leg of wye; the bottom unit governs movements to by-pass track (951-952).

Eastward interlocking signal at MP 537.37 on track 901 is a three-unit signal; the top unit governs movements on track 901 to track 925; the middle unit governs movements through crossover to main track; the bottom unit governs movements through crossover to west leg of wye.

Westward interlocking signal at MP 538.63 is a three-unit signal; the top unit governs movements on main track; the middle unit governs movements to by-pass track (952); the bottom unit governs movement through crossover to track 925.

Trains must stop and traffic on highway must be protected by a member of the train crew over the following crossings:

Brawley: When shoving cars eastward over K St. on Even drill or Standard Oil Spur. When engine ahead, stop, sound whistle signal 14(l) and if crossing clear, proceed.

El Centro: Before pushing or backing cars on house track or drill tracks over Main Street.

Imperial: Before pushing or backing cars over Main Street on spur track serving Arical Company.

San Bernardino Branch: Waterman Avenue—MP 542.96.

Norton Air Base: Tippecanoe Street—MP 544.45.

Traffic signal pre-emption circuit installed. Stop signs are located approximately twenty-five (25) feet each side of crossing. Movements must stop at stop sign and allow flashing white light mounted on top of signal case to operate twenty seconds before entering crossing.

If flashing white light is not observed, protection to vehicular traffic must be afforded by member of the crew.

RULE 104. The normal position of rigid switches at junction points is as follows:

Riverside Junction. Junction switch for main track.
Ferrum. EMRR for Interchange track.
Holtville. Holton Interurban main track for Sandia Branch.
El Centro. Interchange track, for SD&AERy main track.
El Centro. Sandia Branch, for east leg of old wye.

Derails in main track:

Bryn Mawr. Redlands Branch.

RULE 221.

West Colton is a train order office for trains originating. Indio is a train order office for trains originating only. El Centro is a train order office for trains originating operating via Iris, Wister, and SD&AE.

RULE D-251. Will apply as follows:

Both tracks between MP 609.74, Indio and MP 618.41, Thermal.
Both tracks between end of CTC, MP 732.45, Yuma and Subway, MP 734.26.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Interlocking signals are listed as "P-I." Absolute signals are listed as "P-A."

Eastward Signal	Protection	Westward Signal
P-A	(No. 1 Track) High water detector, Bridge MP 550.41	P-5513
P-A	(No. 2 Track) High water detector, Bridge MP 550.41	P-5511
P-A	High water detector, Bridge MP 583.26	P-5839
P-6086	High water detector, Bridge MP 583.33	P-5839
	High water detector, Bridge MP 608.93	
	P-A at MP 609.72	
P-A	High water detector, Bridge MP 618.60	P-A
P-A	Movements over end of derailling spur, Ferrum, MP 638.9	P-A
P-6510	High water detector bridge, MP 640.87	P-6417
P-6708	High water detector bridge, MP 651.99	P-6531
P-A	High water detector bridge, MP 672.79	P-6729
P-A	High water detector bridge, MP 691.62	P-6919
P-A	High water detector bridge, MP 705.26	P-A
P-A	High water detector bridge, MP 713.28	P-A
P-A	Spring switch, east end Colorado River bridge, Yuma	
P-A	Spring switch, MP 737.50, east end crossover from running track to Track No. 2	P-SA

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

Santa Fe Interlocking: Limits extend eastward on main track and siding from MP 538.60, to westward interlocking signals just east of AT&SF Ry. crossing, MP 538.68.

Westward interlocking signals at MP 538.68 (Santa Fe Interlocking) are under joint control of Santa Fe Interlocking and West Colton Interlocking. When necessary to operate in accordance with Rule 663, authorization must be obtained from both operators before movement can be made.

Eastward interlocking signals at MP 538.39 West Colton Interlocking are under joint control of West Colton Interlocking, Santa Fe Interlocking, and CTC train dispatcher. When necessary to operate in accordance with Rule 663, authorization must be obtained from both operators and CTC train dispatcher before movement can be made.

Riverside Branch:

MP 545.40 Riverside Junction ATSF Crossing:
Limits extend on Union Pacific transfer track from eastward interlocking signal MP 545.40 to westward interlocking signal MP 545.60.

Interlocking signal and power derails in conjunction therewith, are under the control of Santa Fe Riverside Junction Interlocking Operator.

Trains wishing to enter interlocking limits from either direction will sound one long signal with engine whistle to interlocking operator, who will operate derail and clear signal.

AUTOMATIC INTERLOCKING

RULE 680. Limits extend between interlocking signals both sides of crossing:

Riverside Branch: MP 544 Riverside ATSF Crossing

RULE 705. HOT BOX DETECTORS

Illum. On Letter Signal	Approach- ing	Location of Readout
H... Westward Absolute Signal E.E. Palm Springs	Palm Springs	Westward Absolute Signal W.E. Palm Springs
H*... MP 586.12 (Main)...	East end of Garnet	Eastward Absolute Signal MP 587.8
H... MP 586.12 (Siding)...	Ferrum	Westward Absolute Signal E.E. Ferrum
H... Westward Absolute Signal E.E. Ferrum	Ferrum	Signal W.E. Ferrum
W... 6434...	Bertram	
W... 6447...	Ferrum	
H... Eastward Absolute Signal W.E. Bertram	Bertram	Eastward Absolute Signal E.E. Bertram
H... Westward Absolute Signal E.E. Niland	Niland	Westward Absolute Signal W.E. Niland
W... 6694...	Iris	
W... 6709...	Niland	
H... Eastward Absolute Signal W.E. Iris	Iris	Eastward Absolute Signal E.E. Iris
H... Westward Absolute Signal E.E. Glamis	Glamis	Westward Absolute Signal W.E. Glamis
W... 7019...	Glamis	
H... 7036...	Clyde	Eastward Absolute Signal E.E. Clyde
W... 7000...	Clyde	

*Displays flashing white light then "H" illuminated.

SCANNER SITES

MP	Type	Direction	Location	Location of Recorder
488.6	.D	East	Dike-Bench	West Colton Yard Crest Lead Carman at Administration Bldg.
543.1	.D	West	Loma Linda-Bryn Mawr	West Colton Yard Crest Lead Carman at Administration Bldg.
564.3	.C	East and West	Beaumont-Pershing	
584.5	.A	East and West	West Palm Springs-Garnet	
608.5	.B	East and West	Myoma-Indio	
643.8	.A	East and West	Ferrum-Bertram	
670.5	.A	East and West	Niland-Iris	
700.4	.A	East and West	Glamis-Clyde	
722.5	.C	East and West	Dunes-Araz	

Refer to Rule 705, All Subdivisions.

CENTRALIZED TRAFFIC CONTROL

RULE 760. Limits extend from:

MP 489.68 (Bench) to MP 491.80 (Slover)
MP 538.70 (Santa Fe Interlocking) to MP 609.74 (Indio)
MP 618.41 (Thermal) to MP 732.38 (Yuma)

Calexico Branch: Limits extend from yard track between crossover switch west of station and both legs of wye track, Niland to Calipatria MP 675.01.

Main tracks between Santa Fe Interlocking and east end Beaumont, and between Araz and Yuma are numbered as follows:

No. 1 track—to north
No. 2 track—to south

Block signals are provided for movement of trains in either direction on both main tracks.

GENERAL REGULATIONS

RULE 825. Portable rail skids are hung on posts at following locations:

Garnet—east end, north and south siding

West Colton Yard: When trains or cars are left standing in receiving or departure yard, not less than four hand brakes will be set on descending end. When less than four cars, all hand brakes must be set.

Yuma: Freight trains... Two brakes on east end.
Four brakes on west end.

East Yard: Freight trains... Two brakes on east end.
Five brakes on west end.

Refer to Rule 825, All Subdivisions.

RULE 827. Trains handling loaded Flammable Compressed Gas (FCG) cars must give these cars careful inspection at all points where train inspection is made.

Dragging and/or derailed equipment detector and indicator installed at the following locations:

MP	Location
486.8	Between Dike and Bench
543.10	Between Loma Linda and Redlands
570.0	Between Banning and Owl
580.1	Between Fingal and West Palm Springs
604.4	Between Thousand Palms and Myoma
621.4	Between Thermal and Mecca
628.5	Between Mecca and Mortmar
636.63	Between Mortmar and Ferrum
649.10	Between Bertram and Frink
652.45	Between Bertram and Frink
657.2	Between Frink and Wister
663.6	Between Wister and Niland
671.90	Between Niland and Iris
678.00	Between Iris and Regina
715.00	Between Cactus and Ogilby
723.69	Between Dunes and Araz
729.90	Between Araz and Colorado
735.10	No. 1 track Between Yuma and East Yard

Refer to Rule 827, All Subdivisions.

RULE 837. Switching movements must be made with air brakes cut in on all cars and cars must not be detached while in motion except when allowing caboose to roll against train on descending grade, at following locations:

Redlands Branch
Loma Linda to Garnet

RULE 883. Light engines must not be left unattended between Colton and Indio unless protected by derail or inside switch.

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

AIR BRAKE RULES

RULE 17. Be governed by the following:

Retaining valves will be used on descending grades as follows:

Passenger Trains: Beaumont to Loma Linda, Beaumont to Garnet, Hiland to Slover.

All accessible retaining valves will be used except when train does not exceed 6 cars per 4-axle unit dynamic brake or 8 cars per 6-axle unit dynamic brake.

Freight Trains: Retaining valves must be used on freight trains, excluding ore trains, on descending grades as follows:

Beaumont to Loma Linda
Beaumont to Garnet
Hiland to Slover

Without Dynamic Brake in Operation:

One retaining valve for each 80 tons in trains. If gross tonnage exceeds 80 tons per operative brake retaining valves must be used on all cars and speed must not exceed 15 MPH.

With Dynamic Brake in Operation:

Permissible tons per unit without retaining valves*

	Basic Dynamic Brake		Extended Range Dynamic Brake		
	4-Axle	6-Axle	4-Axle	6-Axle	8-Axle
With dynamic brake in operation WITH-OUT pressure maintaining system of braking	525	775	625	950	1250
With dynamic brake in operation WITH pressure maintaining system of braking	1500	2250	1800	2700	3600

If permissible tonnage is exceeded, one retaining valve must be used for each 150 tons of excess tonnage.

*If any unit having basic dynamic brake is operated with units having extended range dynamic brake, all units in consist must use tonnage authorized for units having basic dynamic brake.

Locomotive classes EF 425, EF 623, EF 625, EF 630, EF 636, GF 425 (except units 6700-6727), GF 628, GF 630, GF 633, EF 850B, and GF 850 are equipped with extended range dynamic brake.

Ore trains consisting of cars equipped with ABEL (empty and load) brake system as shown under Rule 23, All Subdivisions, Beaumont to Loma Linda or Colton:

No. of Axles of Dynamic Brake in Operation in Train	No. of Retaining Valves Required
0—12	
12—23	100%
24—41	75%
42 or more	50%
	None

RULE 17A. Freight trains without dynamic brake in operation using retaining valves will stop at the following stations for at least ten minutes to permit wheel heat radiation.

Eastward: Between Owl and Cabazon, MP 474.00 east of Canyon
Westward: Between MP 553.00 and Ordway

RULE 24-E. Will apply to trains arriving West Colton receiving yard and Yuma.

RULE 25. Will apply at Beaumont to trains in both directions, except trains not using retaining valves are not required to stop. Eastward trains not required to stop must

make running air brake test after rear of train clears Beaumont Avenue MP 562.4. Westward trains not required to stop must make running air brake test and brakes must be released before reaching MP 563.5. Eastward trains not required to stop must make running air brake test between MP 455.0 and Hiland as follows:

Engineer while working power will make reduction of approximately 7 lbs., wait for slack to adjust, then make a 3 lb. reduction before releasing brakes. Trainmen will give proceed signal after noting reduction in brake pipe air pressure and knowing that the air pressure is being properly restored, as indicated by caboose gauge, and brakes on caboose have been released.

RULE 33. Hiland to Colton, Redlands Branch, Beaumont to Garnet, Beaumont to Colton.

Maximum tonnage per operative brake 80 tons

Except trains other than solid beet trains on descending grade between Garnet and Colton with dynamic brake and pressure maintaining system of braking in operation with not more than 125 cars and speed not exceeding 20 MPH 100 tons.

Trains handling sugar beets with dynamic brake and pressure maintaining system of braking in operation with not more than 110 cars and speed not exceeding 20 MPH 100 tons

Ore trains consisting of cars equipped with ABEL or ABDEL empty and load brake system as shown under Rule 23, All Subdivisions 139½ tons

If retaining valves not required as prescribed by Air Brake Rule 17, must not exceed 25 MPH.

Without dynamic brake in operation while handling in excess of 80 tons per operative brake, train may proceed not exceeding 15 MPH if in judgment of conductor and engineer it is safe to do so, provided retaining valves are used as prescribed by Air Brake Rule 17.

Restrictive grades are as follows:

Eastward: (Station)		(Station)		
MP	to	MP	Speed	
563		589		
Beaumont		Garnet	20	
463.9		492.7		
Hiland		Colton	20	
Westward: (Station)		(Station)		
MP	to	MP	Speed	
563		541		
Beaumont		Loma Linda	20	

PASSENGER TRAINS

RULE 39. Running test must be made before descending grade, Beaumont, and eastward trains at Hiland.

TRAIN HANDLING

RULE 60. When operating over either leg of wye between east switch Slover and West Colton, dynamic braking force must not exceed one-half of maximum.

MISCELLANEOUS

1. Train dispatching between Yuma and East Yard is under the jurisdiction of Tucson Division.

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

2. LOAD LIMIT (Car & Contents):

**Colton—Palmdale via Hiland	263,000 pounds
**West Colton-Yuma	263,000 pounds
*Ferrum-West Colton	279,000 pounds
Riverside Branch	240,000 pounds
Redlands Branch	230,000 pounds
San Bernardino Branch:	
Colton to MP 544.45	263,000 pounds
MP 544.45 to End of Branch	156,000 pounds
Calexico Branch	263,000 pounds
Sandia Branch	240,000 pounds
Yuma Valley Railroad	240,000 pounds

*Loaded Ore Cars in series SP 345000 to 345669.

**Gross weight of 315,000 pounds applies to uniformly loaded four-axle cars with minimum axle spacing of 6 ft. 0 in. and minimum distance 37 ft. 0 in. between truck centers; also, with wheels 38 inches or more in diameter.

Between Niland and Calexico gross weight of 281,000 pounds applies to uniformly loaded four-axle cars with minimum axle spacing of 6 feet 0 inches and minimum distance of 37 feet 0 inches center to center of trucks; also, wheels 38 inches or more in diameter. Movement of cars thus loaded allowed on entire Calexico Branch except siding structures at MP 686.80 and MP 687.34.

Gross weight of 263,000 pounds or less applies to uniformly loaded four-axle cars having trucks spaced 23 feet 0 inches or more center to center and minimum axle spacing 5 feet 6 inches.

Unless authorized by Superintendent, heavier loads will not be handled.

3. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

MP	Location	Description
547.30	West of Redlands, 2nd Street	Mill Creek bridge. Overhead and Side on Redlands Branch
607.57	Myoma	overhead crossing
545.66	Santa Ana River Bridge (Marigold)	Overhead and Side on San Bernardino Branch

4. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, crossovers, turnouts and slip switches	10
Controlled sidings, turnouts and crossovers	25
Except:	
Pershing	20
Cabazon west switch siding MP 571.2	20
MP 729 crossover	35
Indio to Yuma Through sidings	30
West Colton	15
Except:	
Track 100 MP 530.50 to 532.43	25
By-Pass Track 951—952 MP 537.29 to 538.1	25
Diesel Facility:	
Tracks 600 to 610	8
Tracks 624 to 628	5
Wye Tracks	5
*Yuma—over, upon or across any street crossing	20

*Regulated by City Ordinance

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 19, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT AND OTHER MAXIMUM SPEEDS** appearing on pages 20 and 21 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY		PASSENGER TRAINS	FREIGHT	TERRITORY		PASSENGER TRAINS	FREIGHT
MP	MP	1	2	MP	MP	1	2
EASTWARD, WEST COLTON TO YUMA:				WESTWARD, YUMA TO WEST COLTON:			
532.43 to 538.52	Column:	50	50	737.83 to 737.62	Column:	70	55
538.52 to 539.00		30	30	737.62 to 735.25 (Track No. 1)		60	55
539.00 to 545.28		60	50	735.25 to 734.50 (Track No. 1)		40	40
545.28 to 548.21		50	40	737.62 to 734.50 (Track No. 2)		60	55
548.21 to 548.24 (Through turnout Track No. 1)		25	25	734.50 to 732.10 (Westward) (Through turnout)		25	25
548.24 to 554.82 (Track No. 1)		40	40	732.10 to 727.00		60	55
548.21 to 554.82 (Track No. 2)		40	40	729.20 to 728.80 (Through turnout)		35	35
554.82 to 563.35 (Track No. 1)		50	50	727.00 to 723.06		50	50
554.82 to 563.30 (Track No. 2)		25	25	723.06 to 618.75		70	55
563.30 to 563.35 (Through turnout Track No. 2)		50	25	618.75 to 618.41		60	55
563.35 to 576.58		45	25	618.41 to 612.67		70	55
576.58 to 585.00		55	25	612.67 to 610.80		30	30
585.00 to 591.50		60	40	610.80 to 603.00		70	55
591.50 to 599.00		70	40	603.00 to 589.00		60	40
599.00 to 603.00		70	55	589.00 to 585.00		55	55
603.00 to 609.60		30	30	585.00 to 576.58		45	45
609.60 to 612.67		70	55	576.58 to 563.35		50	50
612.67 to 618.41		60	55	563.35 to 563.30 (Through turnout)		25	25
618.41 to 618.75 (Through turnout)		70	55	563.35 to 554.82 (Track No. 1)		45	25
618.75 to 723.06		50	50	554.82 to 548.24 (Track No. 1)		25	25
723.06 to 727.00		60	55	548.24 to 548.21 (Track No. 1 through turnout)		50	25
727.00 to 732.10 (except)		35	35	563.30 to 554.82 (Track No. 2)		45	25
727.80 to 729.20 (Through crossover)		25	25	554.82 to 548.21 (Track No. 2)		50	25
732.10 to 733.01 (Through turnout)		60	55	548.21 to 545.28		60	25
733.01 to 734.50 (Eastward)		60	55	545.28 to 539.00		30	30
734.50 to 737.62 (Track No. 1 and No. 2)		70	55	539.00 to 538.52		50	50
737.62 to 737.83				538.52 to 532.43			

Trains handling cars containing Flammable Compressed Gas (FCG) must not exceed 55 miles per hour. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

WESTWARD TRAINS HANDLING FLAMMABLE COMPRESSED GAS (FCG):

Do not exceed 30 MPH between MP 614 and MP 609. Do not exceed 30 MPH between MP 540 and MP 530.

EASTWARD TRAINS HANDLING FLAMMABLE COMPRESSED GAS (FCG):

Do not exceed 30 MPH between MP 530 and MP 540. Do not exceed 30 MPH between 609 and MP 614.

Maximum authorized speed for freight trains is 55 MPH except as follows:

- Freight trains handling empties other than working or deadhead cabooses must not exceed 40 MPH between the following locations account sand conditions:
MP 603.00 to MP 609.60 between Salvia and Indio.
MP 672.00 to MP 705.00 between Iris and Clyde.
- Between West Colton and Yuma, except on descending grade between Colton, MP 540, and Thousand Palms, MP 603.00:
(a) BSMFF, APLAA, APLAB, and GSLAF are authorized to operate at Column One speeds provided train contains no restricted or empty cars except cabooses and does not exceed 80 tons per operative brake and 120 cars.
(b) LAEST, WCESP, WCRIP, LAPXT, SCLAY, TPLAY, GSLAY and PBLAF may be authorized by train order to operate at Column One speeds not to exceed 65 MPH provided train contains no restricted or empty cars except cabooses and does not exceed 80 tons per operative brake and 120 cars.
- On descending grade, between Colton, MP 540, and Thousand Palms, MP 603.00, freight trains with no restricted cars may operate:
(a) Not exceeding 70 tons per operative brake and 120 cars. 40 MPH
(b) 70 to 80 tons per operative brake and not more than 120 cars and not more than 250 tons per axle of dynamic brake. 40 MPH
Exceeding 250 tons per axle of dynamic brake. 25 MPH
(c) Trains qualifying under following chart are authorized to operate at Column 1 speeds not exceeding 40 MPH consistent with local restrictions account grade, other conditions and provided train contains no restricted cars and does not exceed:

Number of Cars	Tons Per Operative Brake
121-125	58
126-130	56
131-135	54
136-140	52
141-145	50

FOR SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK REFER TO ITEM 4, PAGE 46.

SPECIAL INSTRUCTIONS—COLTON SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 19, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on pages 20 and 21 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY		FREIGHT	TERRITORY		FREIGHT
MP	MP		MP	MP	
EASTWARD, NILAND TO CALEXICO:			WESTWARD, CALEXICO TO NILAND:		
Niland, through crossover and turnouts.....		15	708.88 to 699.87.....		30
667.40 to 667.83 (we switch).....		20	699.87 to 698.90 (Main St., El Centro).....		15
667.83 to 685.70.....		40	698.90 to 686.80.....		40
685.70 to 686.80 (Brawley).....		25	686.80 to 685.70 (Brawley).....		25
686.80 to 698.90.....		40	685.70 to 667.83.....		40
698.90 to 699.87 (Main St., El Centro).....		15	667.83 to 667.40 (we switch).....		20
699.87 to 708.88 (Calxico).....		30	Niland, through crossover and turnouts.....		15
EASTWARD ON SANDIA BRANCH.....		30	WESTWARD ON SANDIA BRANCH.....		30
EASTWARD, COLTON TO NORTH REDLANDS:			WESTWARD, NORTH REDLANDS TO COLTON:		
539.00 to 540.33 (Coburn Street).....		15	549.20 to 548.07.....		10
540.33 to 542.00.....		20	548.07 to 543.70 (Curves Alabama Street).....		20
542.00 to 542.11 (Curve).....		10	543.70 to 543.60 (Curve).....		15
542.11 to 543.60.....		20	543.60 to 542.11.....		20
543.60 to 543.70 (Curve).....		15	542.11 to 542.00 (Curve).....		10
543.70 to 548.07 (Curves Alabama Street).....		20	542.00 to 540.33 (Coburn Street).....		20
548.07 to 549.20.....		10	540.33 to 539.00.....		15
EASTWARD, COLTON TO RIVERSIDE JUNCTION:			WESTWARD, RIVERSIDE JUNCTION TO COLTON:		
538.95 to 539.59.....		20	545.40 to 544.80.....		20
539.59 to 543.78.....		30	544.80 to 543.78.....		30
543.78 (Santa Fe crossing).....		20	543.78 (Santa Fe crossing).....		20
543.78 to 544.80.....		30	543.78 to 539.59.....		30
544.80 to 545.40.....		20	539.59 to 538.95.....		20
EASTWARD, BRYN MAWR TO CRAFTON:			WESTWARD, CRAFTON TO BRYN MAWR:		
544.50 to 546.60.....		20	551.40 to 549.90.....		20
546.60 to 549.90 (over streets).....		10	549.90 to 546.60 (over streets).....		10
549.90 to 551.40.....		20	546.60 to 544.50.....		20
YUMA VALLEY RAILROAD					
0.10 to 0.53.....		10			
0.53 to 14.70.....		25			
14.70 to 18.09.....		10			

Trains handling cars containing Flammable Compressed Gas (FCG) must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

Trains with class of engine shown below are further restricted between points shown, as follows:

CLASS ENGINES	RIVERSIDE BRANCH	REDLANDS BRANCH	SANDIA BRANCH
	MP 545.40 TO MP 546.36	MP 544.50 TO MP 545.00	MP 691.04 TO MP 697.70
BS-412, ES-410, FS-412, AS-410.....	15		20
FP-624.....	10	15	25
EP-415.....	15		25

FOR SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACK REFER TO ITEM 4, PAGE 46.

SPECIAL INSTRUCTIONS - COLLECT

1. The first page of the report should be a cover sheet containing the following information: Name of the collector, date of collection, locality, and a brief description of the material collected.

2. The second page should be a table of contents showing the page numbers of the various sections of the report.

3. The third page should be a list of the specimens collected, giving the name of the specimen, the date of collection, the locality, and the collector's name.

4. The fourth page should be a list of the specimens collected, giving the name of the specimen, the date of collection, the locality, and the collector's name.

5. The fifth page should be a list of the specimens collected, giving the name of the specimen, the date of collection, the locality, and the collector's name.

SPECIMENS		LOCALITY		DATE		COLLECTOR	
1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9
10	10	10	10	10	10	10	10
11	11	11	11	11	11	11	11
12	12	12	12	12	12	12	12
13	13	13	13	13	13	13	13
14	14	14	14	14	14	14	14
15	15	15	15	15	15	15	15
16	16	16	16	16	16	16	16
17	17	17	17	17	17	17	17
18	18	18	18	18	18	18	18
19	19	19	19	19	19	19	19
20	20	20	20	20	20	20	20
21	21	21	21	21	21	21	21
22	22	22	22	22	22	22	22
23	23	23	23	23	23	23	23
24	24	24	24	24	24	24	24
25	25	25	25	25	25	25	25
26	26	26	26	26	26	26	26
27	27	27	27	27	27	27	27
28	28	28	28	28	28	28	28
29	29	29	29	29	29	29	29
30	30	30	30	30	30	30	30
31	31	31	31	31	31	31	31
32	32	32	32	32	32	32	32
33	33	33	33	33	33	33	33
34	34	34	34	34	34	34	34
35	35	35	35	35	35	35	35
36	36	36	36	36	36	36	36
37	37	37	37	37	37	37	37
38	38	38	38	38	38	38	38
39	39	39	39	39	39	39	39
40	40	40	40	40	40	40	40
41	41	41	41	41	41	41	41
42	42	42	42	42	42	42	42
43	43	43	43	43	43	43	43
44	44	44	44	44	44	44	44
45	45	45	45	45	45	45	45
46	46	46	46	46	46	46	46
47	47	47	47	47	47	47	47
48	48	48	48	48	48	48	48
49	49	49	49	49	49	49	49
50	50	50	50	50	50	50	50
51	51	51	51	51	51	51	51
52	52	52	52	52	52	52	52
53	53	53	53	53	53	53	53
54	54	54	54	54	54	54	54
55	55	55	55	55	55	55	55
56	56	56	56	56	56	56	56
57	57	57	57	57	57	57	57
58	58	58	58	58	58	58	58
59	59	59	59	59	59	59	59
60	60	60	60	60	60	60	60
61	61	61	61	61	61	61	61
62	62	62	62	62	62	62	62
63	63	63	63	63	63	63	63
64	64	64	64	64	64	64	64
65	65	65	65	65	65	65	65
66	66	66	66	66	66	66	66
67	67	67	67	67	67	67	67
68	68	68	68	68	68	68	68
69	69	69	69	69	69	69	69
70	70	70	70	70	70	70	70
71	71	71	71	71	71	71	71
72	72	72	72	72	72	72	72
73	73	73	73	73	73	73	73
74	74	74	74	74	74	74	74
75	75	75	75	75	75	75	75
76	76	76	76	76	76	76	76
77	77	77	77	77	77	77	77
78	78	78	78	78	78	78	78
79	79	79	79	79	79	79	79
80	80	80	80	80	80	80	80
81	81	81	81	81	81	81	81
82	82	82	82	82	82	82	82
83	83	83	83	83	83	83	83
84	84	84	84	84	84	84	84
85	85	85	85	85	85	85	85
86	86	86	86	86	86	86	86
87	87	87	87	87	87	87	87
88	88	88	88	88	88	88	88
89	89	89	89	89	89	89	89
90	90	90	90	90	90	90	90
91	91	91	91	91	91	91	91
92	92	92	92	92	92	92	92
93	93	93	93	93	93	93	93
94	94	94	94	94	94	94	94
95	95	95	95	95	95	95	95
96	96	96	96	96	96	96	96
97	97	97	97	97	97	97	97
98	98	98	98	98	98	98	98
99	99	99	99	99	99	99	99
100	100	100	100	100	100	100	100

6. The sixth page should be a list of the specimens collected, giving the name of the specimen, the date of collection, the locality, and the collector's name.

7. The seventh page should be a list of the specimens collected, giving the name of the specimen, the date of collection, the locality, and the collector's name.

8. The eighth page should be a list of the specimens collected, giving the name of the specimen, the date of collection, the locality, and the collector's name.

9. The ninth page should be a list of the specimens collected, giving the name of the specimen, the date of collection, the locality, and the collector's name.

10. The tenth page should be a list of the specimens collected, giving the name of the specimen, the date of collection, the locality, and the collector's name.

11. The eleventh page should be a list of the specimens collected, giving the name of the specimen, the date of collection, the locality, and the collector's name.

12. The twelfth page should be a list of the specimens collected, giving the name of the specimen, the date of collection, the locality, and the collector's name.

13. The thirteenth page should be a list of the specimens collected, giving the name of the specimen, the date of collection, the locality, and the collector's name.

14. The fourteenth page should be a list of the specimens collected, giving the name of the specimen, the date of collection, the locality, and the collector's name.

15. The fifteenth page should be a list of the specimens collected, giving the name of the specimen, the date of collection, the locality, and the collector's name.

RULE 10-I

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs must be worded in the following forms:

"SP FOREMAN AT MP CALLING SP (Train No.)"

(After train answers giving his identification):
(i. e.) SP Train

Foreman's Response

"THIS IS SP FOREMAN . . . IN CHARGE OF THE WORK BETWEEN MP . . . AND MP SP TRAIN ORDER NO. . . . WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER AT MPH, REPEAT MPH"*

Engineer's Response

"THIS IS ENGINEER SP TRAIN I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. . . . BETWEEN MP . . . AND MP . . . AT (Speed). REPEAT (Speed) MILES PER HOUR."

Foreman must acknowledge Engineer's response as follows:

"SP TRAIN ORDER NO. . . . , BETWEEN MP AND MP MPH* OK."

*When no speed restriction account above Form "Y" Train Order, tell train engineer "At Maximum Authorized Speed."

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs in multiple main track territory must be worded in following forms:

Foreman's Response

"THIS IS SP FOREMAN IN CHARGE OF THE WORK BETWEEN MP . . . AND MP SP TRAIN ORDER NO. . . . WE ARE IN THE CLEAR OF TRACK . . . AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN ON TRACK . . . AND THROUGH THE LIMITS OF ORDER AT MPH, REPEAT MPH."

Engineer's Response

"THIS IS ENGINEER SP TRAIN I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. . . . ON TRACK BETWEEN MP . . . AND MP AT (Speed). REPEAT (Speed) MILES PER HOUR."

Foreman must acknowledge Engineer's response as follows:

"SP TRAIN ORDER NO. . . . ON TRACK , BETWEEN MP . . . AND MP MPH OK."

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49"	73.5
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.7
55"	65.5
56"	64.3
57"	63.2
58"	62.1
59"	61
1'00"	60
1'01"	59
1'02"	58.1
1'03"	57.1
1'04"	56.2
1'05"	55.4
1'06"	54.5
1'07"	53.7
1'08"	52.9
1'09"	52.2
1'10"	51.4
1'11"	50.7
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.4
1'17"	46.8
1'18"	46.2
1'19"	45.6
1'20"	45
1'25"	42.4
1'30"	40
1'35"	37.9
1'40"	36
1'45"	34.3
1'50"	32.7
1'55"	31.3
2'00"	30
2'15"	28.7
2'30"	24
2'45"	21.8
3'00"	20
3'30"	17.1
4'00"	15
5'00"	12
6'00"	10
7'00"	8.6
7'30"	8
8'00"	7.5
10'00"	6